



Department for
Transport

Reported Road Casualties Great Britain: 2010

Annual Report



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DEPARTMENT FOR TRANSPORT
SCOTTISH GOVERNMENT
WELSH ASSEMBLY GOVERNMENT

REPORTED ROAD CASUALTIES GREAT BRITAIN 2010

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Department for Transport statistics
Reported Road Casualties Great Britain (RRCGB)

Release page <http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010/>

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Reported Road Casualties Great Britain: 2010 Annual Report

The Reported Road Casualties in Great Britain (RRCGB) Annual Report: 2010 presents detailed statistics (headline figures were first published in June 2011) about the circumstances of personal injury accidents, including the types of vehicles involved, the resulting casualties and factors which may contribute to accidents. In addition to detailed tables there are six articles containing further analysis on specific road safety topics.

Most of the statistics in the report are based on information about accidents reported to the police. However, other sources such as mortality, survey and hospital data are also used as well as population and traffic data to provide a wider context.

The key findings from the RRCGB 2010 report include:

- In 2010, there were a total of 208,648 casualties of all severities in road accidents reported to the police, 6 per cent lower than in 2009. There were 1,850 people killed, 17 per cent lower than in 2009 and 22,660 were seriously injured, down 8 per cent. Motor vehicle traffic fell by 2 per cent over the same period.
- The number of fatalities fell for almost all types of road user, with a fall of 21 per cent for car occupants, 19 per cent for pedestrians, 15 per cent for motorcyclists. Pedal cycle fatalities rose by 7 per cent
- In 2010, it is estimated that 9,700 reported casualties (5 per cent of all road casualties) occurred when someone was driving whilst over the legal alcohol limit. The provisional number of people estimated to have been killed in drink drive accidents was 250 (14 per cent of all road fatalities).
- *Failed to look properly* was again the most frequently reported contributory factor and was reported in 40 per cent of all accidents reported to the police in 2010.
- Not all non-fatal accidents are reported to the police. Our best current estimate is that the total number of road casualties in Great Britain, including those not reported to police, is within the range 660 thousand to 800 thousand with a central estimate of 730 thousand.
- In 2010, the economic welfare cost of reported road accidents was estimated to be around £15 billion.

Introduction

Reported Road Casualties in Great Britain Annual Report: 2010 presents detailed statistics about the circumstances of personal injury accidents, including the types of vehicles involved, the resulting casualties and factors which may contribute to accidents happening. Most of the statistics in the publication are based on information about accidents reported to the police (using 'STATS 19' forms). However, other sources such as mortality, survey and hospital data are also used as well as population and traffic data to provide a wider context.

In addition to detailed tables there are six articles containing further analysis on specific road safety topics.

- an overview and trends in reported road casualties
- valuation of road accidents and casualties
- drinking and driving
- contributory factors in accidents
- survey data on road traffic accidents, including an overall estimate of total casualties
- hospital admissions data on road casualties

This publication summarises key points from each article.

1. Overview and trends in reported road casualties

Summary

This article reviews the main trends in the number of reported road accident casualties in Great Britain in 2010 compared with recent years. It looks at trends by severity and for different road user groups. Initial figures for the Road Safety Strategic Framework outcome indicators are also included¹

Based on accidents reported to the police, in 2010:

- There were a total of 208,648 casualties of all severities in road accidents reported to the police, 6 per cent lower than in 2009. 1,850 people were killed, 17 per cent lower than in 2009, 22,660 were seriously injured (down 8 per cent) and 184,138 were slightly injured (down 6 per cent). Motor vehicle traffic fell by 2 per cent over the same period.
- The number of fatalities fell for almost all types of road user, with a fall of 21 per cent for car occupants, 19 per cent for pedestrians, 15 per cent for motorcyclists. Pedal cycle fatalities rose by 7 per cent.

Compared with the 1994-98 average, in 2010:

- The number killed was 48 per cent lower;

¹ <http://www.dft.gov.uk/publications/strategic-framework-for-road-safety>

-
- The number of reported killed or seriously injured casualties was 49 per cent lower;
 - The number of children killed or seriously injured was 64 per cent lower; and
 - The slight casualty rate was 32 per cent lower.
 - In contrast traffic rose by an estimated 13 per cent over this period.

The article "Overview and trends in reported road casualties " can be found at:

<http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010/rrcgb2010-01.pdf>

Related statistics (tables and charts) can be found at:

http://www.dft.gov.uk/statistics?orderby=date&post_type=table&series=road-accidents-and-safety-series

Tables RAS30059-RAS30068, RAS410001, RAS40006

2. Valuation of road accidents and casualties

This article provides the latest Department for Transport (DfT) estimates on the values for prevention of road accidents and casualties for use in the appraisal of transport schemes. In addition, the estimate of the total value of road accidents in Great Britain in 2010 is also included.

Since 1993, the valuation of both fatal and non-fatal casualties has been based on a consistent willingness to pay (WTP) approach. This approach encompasses all aspects of the valuation of casualties, including the human costs, which reflect pain, grief, suffering; the direct economic costs of lost output and the medical costs associated with road accident injuries.

- The total value of prevention of reported road accidents in 2010 was estimated to be £15 billion. Prevention can be interpreted in two ways here: on the one hand, it is the benefit which would be obtained by prevention of road accidents from a cost benefit view point. On the other hand, it can be considered as the loss to society due to the current level of road accidents. This includes an estimate of damage only accident costs but does not take account of under-reporting of accidents.
- A number of assumptions have been made to produce a broad illustrative figure which suggests that allowing for accidents not reported to the police could increase the total value of prevention of road accidents to around £32 billion as an upper limit.

The article "Valuation of road accidents " can be found at:

<http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010/rrcgb2010-02.pdf>

The related table RAS60001 can be found at:

<http://assets.dft.gov.uk/statistics/tables/ras60001.xls>

3. Drinking and Driving

Summary

This article presents statistics and an analysis of reported drinking and driving accidents and the casualties involved.

- It is estimated that in 2010, 9,700 reported casualties (5 per cent of all road casualties) occurred when someone was driving whilst over the legal alcohol limit.
- The provisional number of people estimated to have been killed in drink drive accidents was 250 in 2010 (14 per cent of all road fatalities), a decrease of 130 fatalities (35 per cent) compared to final 2009 estimates.
- The provisional number of KSI (killed or seriously injured) casualties in 2010 was 1,480, 21 per cent below final 2009 estimates.
- Provisional figures for the number of slight casualties in 2010 fell 19 per cent since 2009, from 10,150 to 8,220.

The article "Drinking and driving" can be found at:

<http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010/rrcgb2010-03.pdf>

Related statistics (tables and charts) can be found at:

http://www.dft.gov.uk/statistics?orderby=date&post_type=table&series=road-accidents-and-safety-series

Table numbers RAS51001-RAS51019.

4. Contributory factors to reported road accidents

Summary

This article describes the scope and limitations of the information on contributory factors collected as part of the national road accident reporting system (STATS19), and presents results from the sixth year of collection.

- *Failed to look properly* was again the most frequently reported contributory factor and was reported in 40 per cent of all accidents reported to the police in 2010. Four of the five most frequently reported contributory factors involved *driver or rider error or reaction*. For fatal accidents the most frequently reported contributory factor was *loss of control*, which was involved in 34 per cent of fatal accidents.
- *Pedestrian failed to look properly* was reported in 60 per cent of accidents in which a pedestrian was injured or killed, and *pedestrian careless, reckless or in a hurry* was reported in 25 per cent of accidents.
- *Exceeding the speed limit* was reported as a factor in 5 per cent of accidents, but these accidents involved 14 per cent of fatalities. At least one of *exceeding the speed limit* and *travelling too fast for the conditions* was reported in 12 per cent of all accidents and these accidents accounted for 24 per cent of all fatalities.

The contributory factors system has been developed to provide some insight into why and how road accidents occur. Contributory factors are designed to give the key actions and failures that led directly to the actual impact to aid investigation of how accidents might be prevented. The factors are largely subjective, reflecting the opinion of the reporting police officer, and are

not necessarily the result of extensive investigation. Some factors are less likely to be recorded since evidence may not be available after the event. While this information is valuable in helping to identify ways of improving safety, care should be taken in its interpretation.

The article “Contributory factors to reported road accidents” can be found at:
<http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010/rrcgb2010-04.pdf>
Related statistics (tables and charts) can be found at:
http://www.dft.gov.uk/statistics?orderby=date&post_type=table&series=road-accidents-and-safety-series
Table numbers RAS50001-RAS50011.

5. Survey data on road accidents

Summary

This article summarises data on road accidents from the National Travel Survey and a recent follow-up survey and briefly describes some of the issues relating to the use of this data to estimate the total number of road casualties in Great Britain, and presents broad brush estimates of total casualties (updating and revising those included in earlier reports). The National Travel Survey (NTS) has included questions asking people about their involvement in road accidents since 2007.

- Our best current estimate derived from the NTS data is that the total of number of road casualties in Great Britain annually, including those not reported to the police, is within the range 660 thousand to 800 thousand with a central estimate of 730 thousand. This is based on data for the seven year period 2004 to 2010.
- Results of the NTS follow-up study suggest around 10 per cent of accidents reported by the respondents are outside the scope of STATS19. Adjustments were made to exclude these casualties from the above figures.
- It has long been known that police data does not provide a complete record of all injury accidents and resulting casualties, as the estimates illustrate. This should be borne in mind when using and analysing STATS19 data. However, STATS19 remains the most detailed, complete and reliable single source of information on road casualties covering the whole of Great Britain.
- Our best current estimate derived from the NTS data is that the total annual number of road casualties in Great Britain, including those not reported to police, is within the range 660 thousand to 800 thousand with a central estimate of 730 thousand.

The article “Survey data on road accidents” can be found at:
<http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010/rrcgb2010-05.pdf>
Related statistics (tables and charts) can be found at:
http://www.dft.gov.uk/statistics?orderby=date&post_type=table&series=road-accidents-and-safety-series
Table numbers RAS54001-RAS54004.

6. Hospital admissions data on road casualties

Summary

This article describes road casualties admitted to hospital contained in Hospital Episode Statistics (HES), comparing it with serious injuries reported to the police in the STATS19 system. Information contained in HES which is unavailable from STATS19 is also explored.

- In 2010 there were around 36 thousand recorded emergency admissions to hospitals in England resulting from road traffic accidents, compared to 20 thousand serious injuries reported in STATS19. Although police and hospital data are not directly comparable, this illustrates the incompleteness of the police data for non-fatal casualties.
- Comparison of trends shown by police and hospital data is difficult, and there are known factors affecting patterns shown by the hospital data. However, with caution, HES can provide a useful secondary source of trend data, providing further evidence of a fall in casualties in recent years.
- Around two thirds of road casualties admitted to hospital and linked to the STATS19 data (linked STATS19 and HES data for 1999-2009) have minor or moderate injuries (MAIS 1 or 2). The majority (49 per cent) of these road casualties suffered from a fracture as a primary injury. The most commonly injured primary body regions include head and leg.
- Using the linked STATS19 and HES data, the proportion of car occupants with minor injuries was higher in the newest cars, suggesting less severe injuries for occupants of newer cars. For example the proportion of MAIS 1 injuries was 34 per cent for occupants of cars aged 1-4 years, and 29 per cent for occupants of cars aged 10 years or older.

The article "Hospital admissions data on road casualties" can be found at:

<http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010/rrcgb2010-06.pdf>

Related statistics (tables and charts) can be found at:

http://www.dft.gov.uk/statistics?orderby=date&post_type=table&series=road-accidents-and-safety-series

Table numbers RAS55001-RAS55015.

Reported Road Casualties in Great Britain 2010: detailed tables

The annual report also includes detailed tables based on data reported to the police, areas covered are listed below, with relevant table numbers in brackets:

- accidents (RAS10002-RAS10013)
- drivers and vehicles involved (RAS20001-RAS20010)
- casualties (RAS30009-RAS30037)
- combined accidents, casualties, vehicles (RAS40001-RAS40005)
- area comparisons (RAS30031-RAS10034)
- international comparisons (RAS52001)
- inter modal comparisons (RAS53001)
- background data, traffic, population etc. (RAS90001-RAS9002)

A full list of tables and an index linking 2009 RRCGB report table numbers with 2010 RRCGB web tables can be found here <http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010/rrcgb2010-index.xls>

Detailed tables can be found on Reported road casualties Great Britain – 2010 annual report web page at:
http://www.dft.gov.uk/statistics?orderby=date&post_type=table&series=road-accidents-and-safety-series

Strengths and weaknesses of the data

Comparisons of road accident reports with death registrations show that very few, if any, road accident fatalities are not reported to the police. However, it has long been known that a considerable proportion of non-fatal casualties are not known to the police, as hospital, survey and compensation claims data all indicate a higher number of casualties than police accident data would suggest.

Our current best estimate, derived primarily from National Travel Survey (NTS) data, is that the total number of road casualties in Great Britain each year, including those not reported to police, is within the range 660 thousand to 800 thousand with a central estimate of 730 thousand. A discussion of how this estimate has been derived and its limitations can be found in the RRCGB annual report in article 5 of this year's report.

The police data are therefore not a complete record of all injury accidents and this should be borne in mind when using and analysing the data included in this publication. Police data on road accidents remain the most detailed, complete and reliable single source of information on road casualties covering the whole of Great Britain.

We also continue to look at other sources of data on road accidents. The RRCGB 2010 annual report contains an analysis of hospital data (article 6). Further information on complementary sources of data on road accidents and casualties, can be found in Reported Road Casualties Great Britain: 2008 and 2009 annual reports, which are available from:
<http://webarchive.nationalarchives.gov.uk/20110503151558/http://dft.gov.uk/pgr/statistics/datatablpublications/accidents/casualtiesgbar/>

Background notes

1. Further information about the Reported Road Casualties Great Britain Annual Report can be found at: <http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010>
2. On 17 December 2010, the United Kingdom Statistics Authority designated these statistics as National Statistics, in accordance with the Statistics and Registration Service Act 2007, signifying their compliance with the Code of Practice for Official Statistics.
Designation can be broadly interpreted to mean that the statistics:
 - meet identified user needs;
 - are well explained and readily accessible;
 - are produced according to sound methods, and
 - are managed impartially and objectively in the public interest.Once statistics have been designated as National Statistics it is a statutory requirement that the Code of Practice shall continue to be observed.
3. Details of ministers and officials who receive pre-release access to these statistics up to 24 hours before release can be found in the pre-release access list at: <http://assets.dft.gov.uk/statistics/series/road-accidents-and-safety/reported-road-casualties-gb-main-results-2010-prerelease.pdf>
4. Notes & Definitions used in STATS19, a copy of the form used to collect the data and instructions for completion can be found at: <http://www.dft.gov.uk/statistics/series/road-accidents-and-safety/>
5. Specific notes and definitions used in RRCGB 2010 can be found here: <http://assets.dft.gov.uk/statistics/releases/reported-road-casualties-gb-main-results-2010/reported-road-casualties-gb-main-results-2010-definitions.pdf>
6. More detailed statistics about personal injury road accidents reported to the police, the vehicles and casualties involved, than it is possible to make available in this publication can be found through Road Casualties Online (RCOL). The website allows users to perform their own analysis and download data to suit their needs. RCOL can be accessed from the road accidents and safety page at <http://www.dft.gov.uk/statistics/series/road-accidents-and-safety/>
7. Reported accident and casualty data are also released at record level (subject to meeting confidentiality requirements) as part of the government's transparency agenda. These records can be accessed through RCOL or on the DfT website <http://data.gov.uk/dataset/road-accidents-safety-data>
8. Information on implementation of the recent review changes to STATS 19 and CRASH, the new electronic police accident reporting system can be found through the road accidents and safety web page: <http://www.dft.gov.uk/statistics/series/road-accidents-and-safety/>
9. The next release of road accidents and casualty data will be a set of regional and local tables on 13 October 2011.

Key definitions

(a full list of definitions can be found at the link above)

Accident: Involves personal injury occurring on the public highway (including footways) in which at least one road vehicle or a vehicle in collision with a pedestrian is involved and which becomes known to the police within 30 days of its occurrence. Damage-only accidents, with no human casualties or accidents on private roads or car parks are not included. The data are collected by police at the scene of an accident or in some cases reported by a member of the public at a police station.

Casualty: A person killed or injured in an accident. Casualties are sub-divided into killed, seriously injured and slightly injured

Fatal accident: An accident in which at least one person is killed; other casualties (if any) may have serious or slightly injuries.

Killed: Human casualties who sustained injuries which caused death less than 30 days (before 1954, about two months) after the accident. Confirmed suicides are excluded.

Serious accident: One in which at least one person is seriously injured but no person (other than a confirmed suicide) is killed.

Serious injury: An injury for which a person is detained in hospital as an "in-patient", or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushings, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the accident. An injured casualty is recorded as seriously or slightly injured by the police on the basis of information available within a short time of the accident. This generally will not reflect the results of a medical examination, but may be influenced according to whether the casualty is hospitalised or not. Hospitalisation procedures will vary regionally.

Slight accident: One in which at least one person is slightly injured but no person is killed or seriously injured.

Slight injury: An injury of a minor character such as a sprain (including neck whiplash injury), bruise or cut which are not judged to be severe, or slight shock requiring roadside attention. This definition includes injuries not requiring medical treatment.



Reported Road Casualties in Great Britain: 2010 Annual Report

Overview and trends in reported road casualties

Summary

This article reviews the main trends in the number of reported road accident casualties in Great Britain in 2010 compared with recent years. Figures are primarily derived from information about accidents reported to the police. In 2010:

- There were a total of 208,648 reported casualties of all severities, 6 per cent lower than in 2009. 1,850 people were killed, 17 per cent lower than in 2009, 22,660 were seriously injured (down 8 per cent) and 184,138 were slightly injured (down 6 per cent).
- The number of fatalities fell for almost all types of road user, with a fall of 21 per cent for car occupants, 19 per cent for pedestrians, 15 per cent for motorcyclist. Pedal cycle fatalities rose by 7 per cent.

Compared with the 1994-98 average, in 2010:

- The number killed was **48** per cent lower;
- The number of reported killed or seriously injured casualties was **49** per cent lower;
- The number of children killed or seriously injured was **64** per cent lower; and
- The slight casualty rate was **32** per cent lower.
- In contrast traffic rose by an estimated **13** per cent over this period.

Initial figures for the Strategic Framework for Road Safety outcome indicators can be found at part 3 this article. In addition a table summarising key figures and charts showing long term trends in road accident casualties compared with traffic can be found in the annex.

RAS30059: Reported road accident casualties by severity: GB 2010

	Number				2010 Percentage change over:	
	1994-98 average	2008	2009	2010	2009	1994-98 average
Killed	3,578	2,538	2,222	1,850	-17	-48
of which children	260	124	81	55	-32	-79
Seriously injured	44,078	26,034	24,690	22,660	-8	-49
Killed or seriously injured	47,656	28,572	26,912	24,510	-9	-49
of which children	6,860	2,807	2,671	2,502	-6	-64
Slightly injured	272,272	202,333	195,234	184,138	-6	-32
All severities	319,928	230,905	222,146	208,648	-6	-35
Traffic ¹	276	319	316	311	-2	13
KSI rate ¹	173	90	85	79	-7	-54
Slight casualty rate ¹	986	634	617	592	-4	-40

¹ Traffic in billion vehicle miles; rates per billion vehicle miles, rounded to the nearest whole number.

Part 1: Trends in reported road accident casualties

This article is based on information about accidents reported to the police. However, it has long been known that a significant proportion of non fatal accidents are not reported and this should be borne in mind when using and analysing the data throughout this publication. Our current best estimate, derived from survey data, of the total number of road casualties (between 660–800 thousand) and information on other sources of data on road casualties can be found in other articles in this report.

Fatalities

There were a total of 1,850 fatalities in road accidents in 2010, 372 fewer than in 2009. This was an average of just over 5 deaths per day.

- Car occupants, pedestrians and motorcyclists account for the vast majority of deaths (45 per cent, 22 per cent and 22 per cent respectively in 2010). In 2010, pedestrian fatalities were 60 per cent below the 1994-98 average and car occupant fatalities 53 per cent below the average, but the number of motorcycle deaths was 14 per cent lower than the average.
- Between 2009 and 2010 fatalities fell by at least 15 per cent for all of the main road user types except for pedal cyclists and other (including goods vehicle, bus and coach) vehicle occupants, up 7 and 24 per cent respectively.
- The number of children killed in reported road accidents has fallen by considerably more than the overall fatalities figure, by 79 per cent from the 1994-98 average. Between 2009 and 2010, child fatalities fell by 32 per cent from 81 to 55.

RAS30060: Reported fatalities by road user type: GB 2010

	Number				2010 Percentage change over:		
	1994-98 average	2008	2009	2010	2009	1994-98 average	1994-98 (traffic)
Pedestrians	1,008	572	500	405	-19	-60	..
Pedal cyclists	186	115	104	111	7	-40	22
Motorcycle users	467	493	472	403	-15	-14	35
Car users	1,762	1,257	1,059	835	-21	-53	12
Bus/coach users	20	6	14	9	-36	-55	3
Other road users	135	95	73	87	19	-36	..
All road users	3,578	2,538	2,222	1,850	-17	-48	15
of which children	260	124	81	55	-32	-79	..

The 17 per cent reduction in deaths between 2009 and 2010 follows a 12 per cent fall between 2008 and 2009, and is the largest percentage fall in a single year in the post war period.

Chart 1 shows reported casualties by severity and road type.

- Most fatalities occur on rural roads, 40 per cent occurred on rural A roads with a further 22 per cent on other rural roads.
- Thirty two per cent of fatalities occurred on urban roads, compared to 60 per cent of all casualties.
- Only 6 per cent of fatalities occurred on motorways, although they took 20 per cent of traffic.

Chart 1: Reported casualties by severity and road type: GB 2010

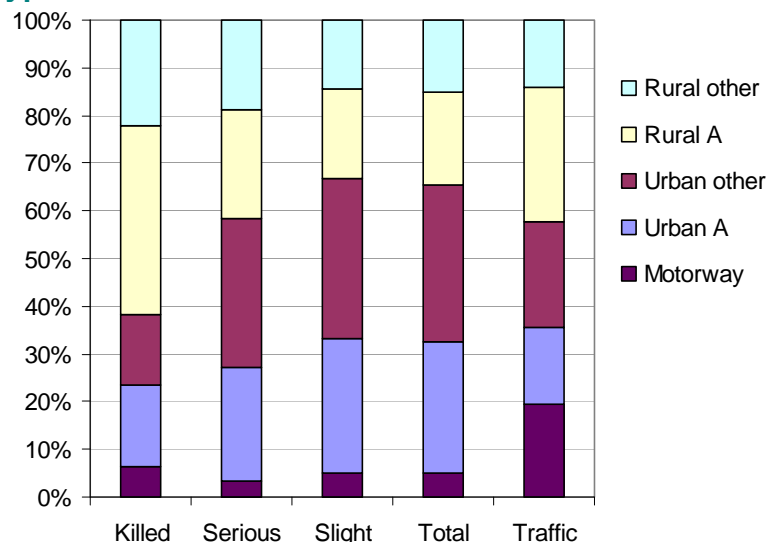


Chart 2 below shows how the fatality rate per million population varies by age and road user group. The number of fatalities for individual ages are small so variations need to be interpreted with care.

- The overall fatality rate is highest for ages 18 to 20 and for those 85 and over. The higher rates for older drivers will reflect their greater vulnerability to injury in an accident.
- The majority of fatalities aged under 10 and over 80 were pedestrians.
- Table RAS30035 in the tables section shows that road accidents cause over a quarter of all deaths in 15-19 year olds.
- Between the ages of 16 and 65, most fatalities are car or motorcycle users.

Chart 2: Fatalities per million population by road user type and age: GB 2010

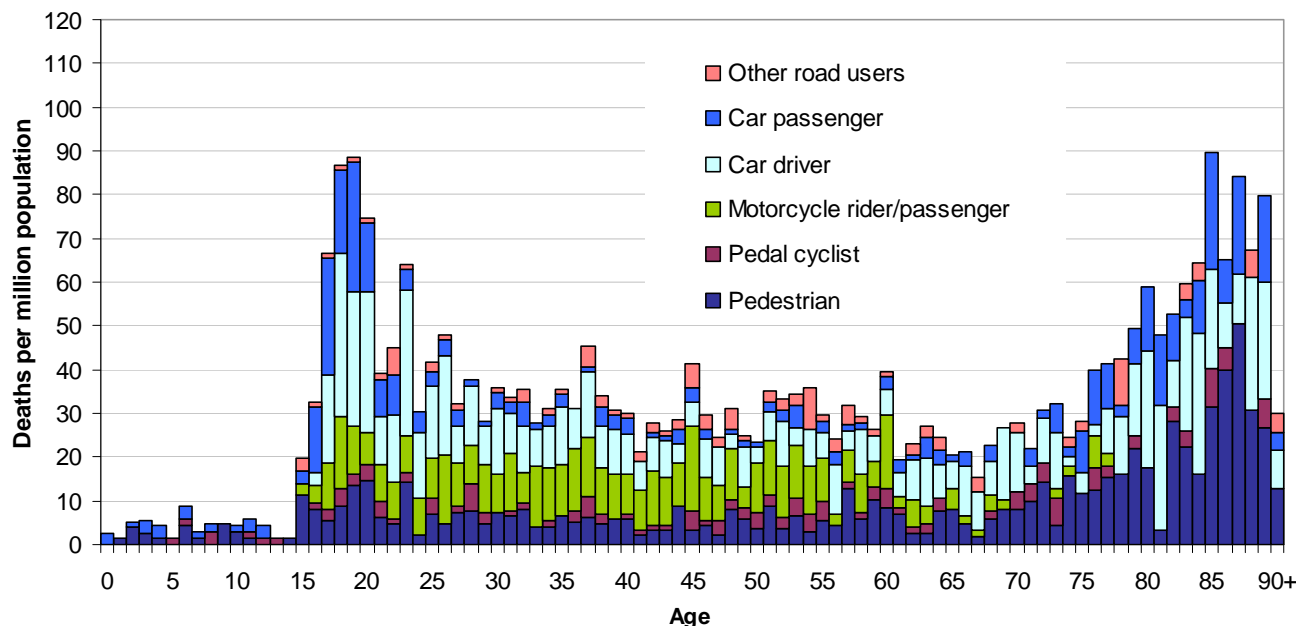
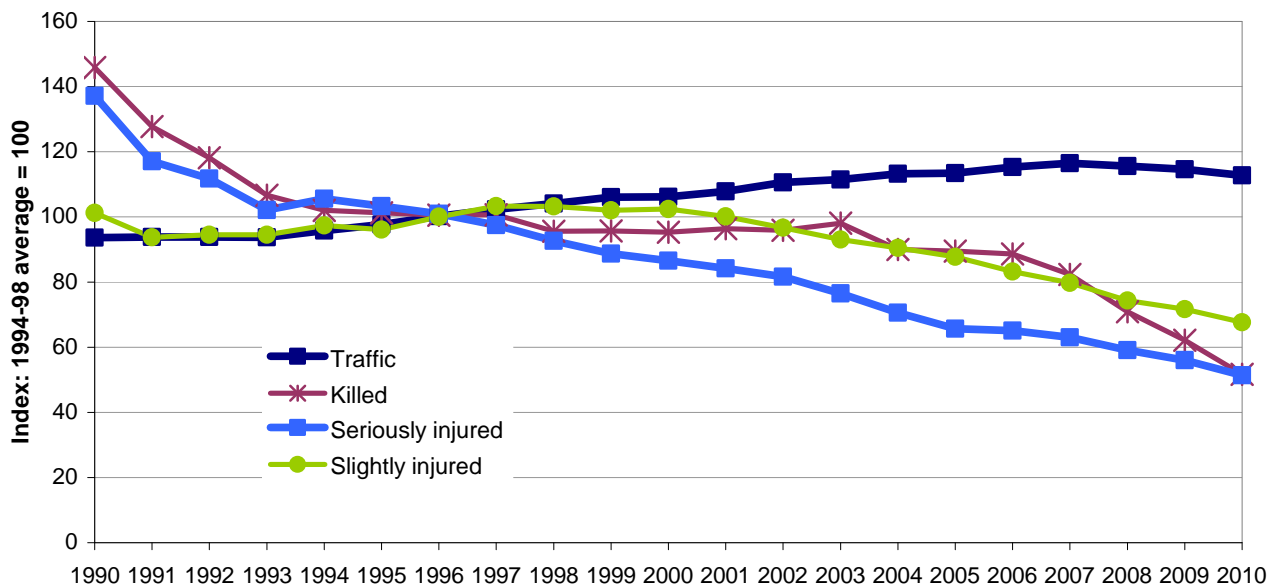


Chart 3 below shows the trends in reported fatal, serious and slight casualties. Trends in fatalities and serious injuries were similar between 1990 and 1998, with a divergence between 1998 and 2005; deaths falling by 6 per cent and serious injuries by 29 per cent. However, between 2005 and 2010, the number of deaths fell by 42 per cent, compared with a 22 per cent fall in serious injuries. These differences in trends are mainly for car occupants; other road user groups, particularly pedestrians and pedal cyclists have seen less of a divergence between fatalities and serious injuries (see charts 9 and 10).

Chart 3: Traffic and reported casualties by severity: GB 1990-2010



Motor vehicle traffic fell by 1.6 per cent between 2009 and 2010 (with a 1 per cent increase for pedal cyclists). However, this does not fully explain the size of the reduction in deaths over this period, Charts 4 and 5 below show fatality rates per billion vehicle miles for different road user groups:

- In 2010 there were 3.4 car occupants killed per billion vehicle miles travelled. This rate has fallen sharply in recent years, and is now 47 per cent below the figure for 2006 and 57 per cent below the 1994-98 average.
- Motorcyclists have the highest fatality rate of any road user group. In 2010, 138 motorcyclists were killed per billion vehicle miles. However, this is 5 per cent lower than in 2009 and 29 per cent below the 1994-98 average.
- The pedestrian fatality rate per billion miles walked has fallen steadily in recent years. In 2010 it was 59 per cent below the 1994-98 average and 12 per cent lower than in 2009.
- Having remained fairly steady between 2004 and 2007 and then fallen the pedal cycle fatality rate rose 5 per cent from 2009 to 2010, and was 52 per cent below the 1994-98 average.

Chart 4: Car, HGV and LGV occupant fatality rates: GB 1994-2010

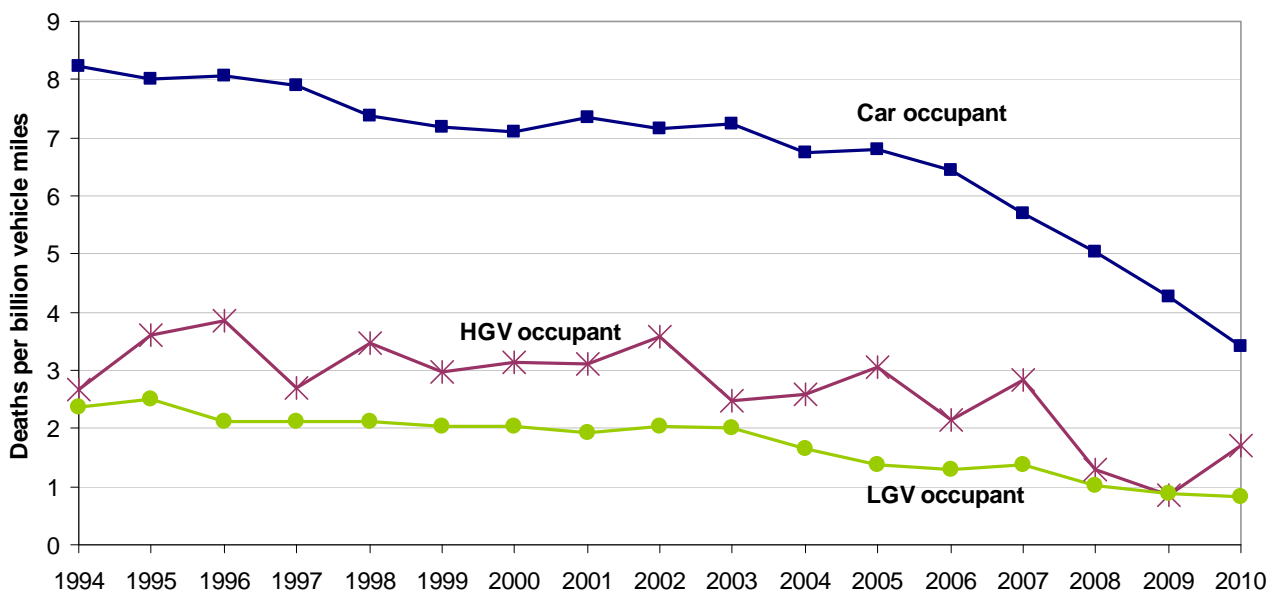
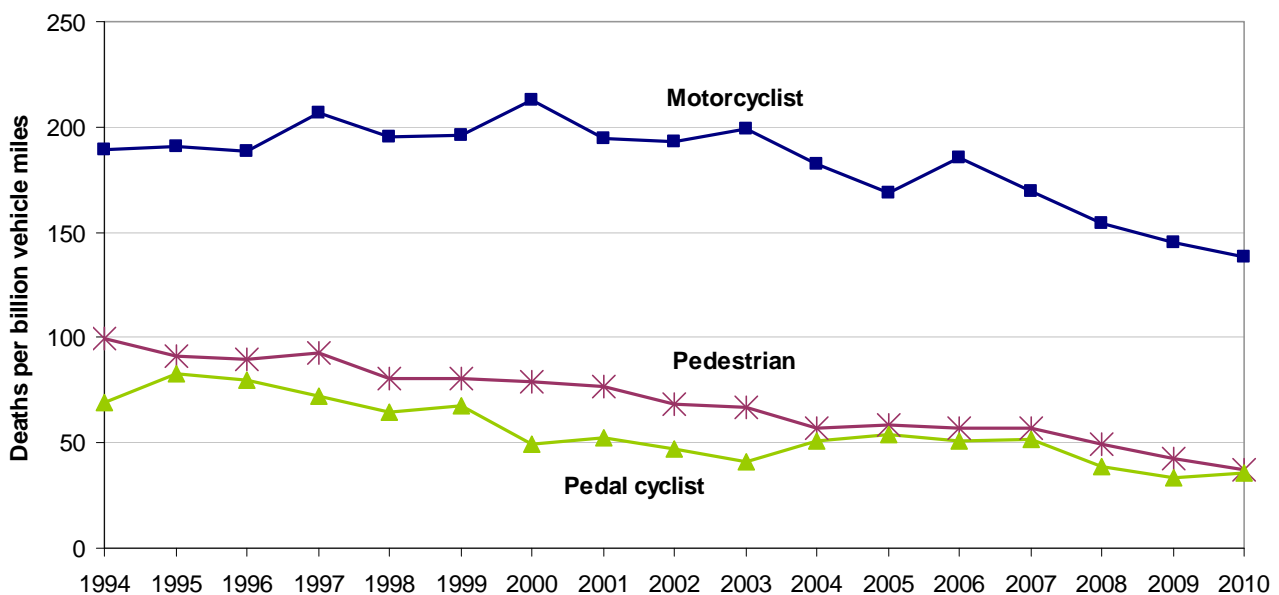


Chart 5: Pedestrian, motorcyclist and pedal cyclist fatality rates: GB 1994-2010



There are many possible factors which may contribute to the recent large reductions in fatalities

as well as longer term trends in improved vehicle safety and road safety engineering. The economic downturn, falling traffic levels for the last three years and continued reduction in free flow speeds have played a part. Similar large falls in fatalities were seen in the recession in the early 1990s. There were heavy snowfalls in the first and fourth quarters of 2010 and this is likely to have contributed to the decrease in traffic levels and fatalities in 2010. Slower and more careful driving during periods of extreme bad weather may also contribute to reducing fatalities. Analysis presented elsewhere in this publication provides indications of some key trends:

- Part 2 of this article looks in more detail at individual road user groups. For example, the number of deaths in accidents involving young car drivers (aged 17-24) fell by 47 per cent between 2007 and 2010 while total fatalities fell by 37 per cent over the same period.
- Another article in this report looks at drinking and driving. This shows that the number of people killed in drink-drive accidents fell from 400 in 2008 to 380 in 2009, with a provisional figure for 2010 of 250 (14 per cent of all road deaths). The reduction in fatalities in drink drive accidents of 35 per cent was twice the overall reduction in fatalities over this period.
- Article 4 contains details of contributory factors including fatal accidents. The patterns shown are broadly similar to those seen in previous years.
- The tables section of this publication contains a number of tables showing time series of fatalities (for example, Tables RAS10002-10003, RAS30009-30010, and RAS 30012-RAS30013 and RAS200001).

Killed or seriously injured (KSI) casualties

The number of people killed or seriously injured (KSI) in accidents reported to the police fell by 9 per cent between 2009 and 2010, and by a total of 49 per cent compared to the 1994-98 average.

- The fall in KSI casualties has occurred despite a rise in the overall traffic level of around 13 per cent between the 1994-98 average and 2010¹. Between 2009 and 2010 traffic fell by 2 per cent.
- Compared with the 1994-98 average, there have been reductions in the number of reported KSI casualties (of between 25 and 64 per cent) for all of the main road user types, with the exception of motorcyclists where the number fell by 20 per cent.
- Over this period motorcycle traffic increased by 21 per cent in total (more than any other road user type), so that the KSI casualty *rate* for motorcyclists fell by 34 per cent.
- Around 2 out of every 5 people killed or seriously injured are car occupants. Car occupant KSI casualties fell by 58 per cent from the average. Over the same period car traffic increased by 9 per cent.

¹ Detailed information on trends in traffic in Great Britain over the last decade can be found in the Department's annual bulletin: <http://www.dft.gov.uk/statistics/series/traffic>

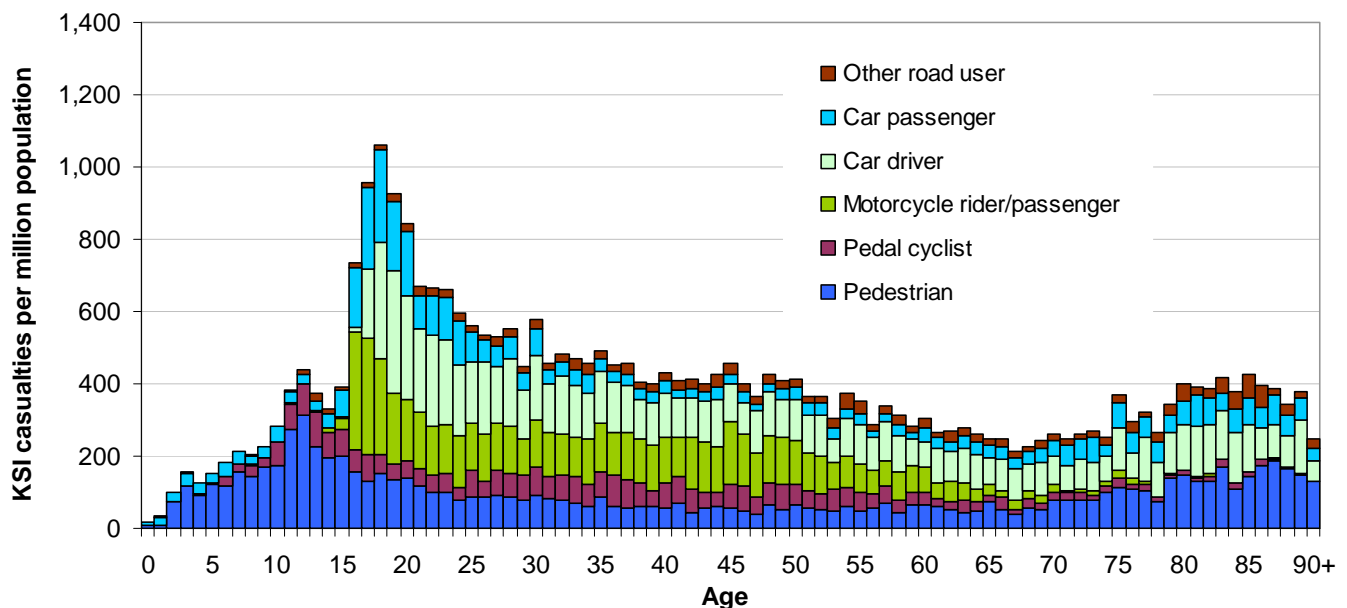
RAS30061: Reported killed or seriously injured casualties by road user type: GB 2010

	Number				2010 Percentage change over:		
	1994-98 average	2008	2009	2010	2009	1994-98 average	1994-98 (traffic)
Pedestrians	11,669	6,642	6,045	5,605	-7	-52	..
Pedal cyclists	3,732	2,565	2,710	2,771	2	-26	22
Motorcycle users	6,475	6,049	5,822	5,183	-11	-20	35
Car users	23,254	11,968	11,112	9,749	-12	-58	12
Bus/coach users	716	432	370	401	8	-44	3
Other road users	1,810	916	853	801	-6	-56	..
All road users	47,656	28,572	26,912	24,510	-9	-49	15

Chart 6 below shows how the rate of killed or seriously injured per million population varies by road user type and age.

- The overall number of KSI casualties is highest for ages 17 and 18.
- The majority of KSI casualties aged between 2 and 15 and over 90 were pedestrians.
- Between the ages of 16 and 79, most KSI casualties are car or motorcycle users.

Chart 6: KSI casualties per million population rates, by road user type and age: GB 2010



Child KSI casualties

In 2010, the number of children aged 0-15 killed or seriously injured was 2,502 - 64 per cent below the 1994-98 average and 6 per cent lower than in 2009. Around two out of every three child KSI casualties were male.

- Compared with the 1994-98 average, the number of reported child KSI casualties for 2010 fell by 60 per cent or more for pedestrians, pedal cyclists and car users. The majority of child KSI casualties are pedestrians, accounting for 66 per cent of the total in 2010.
- Compared with 2009, there was a 1 per cent fall in child pedestrian KSI casualties, a 22 per cent fall in car occupant KSI casualties and 13 per cent decrease in child pedal cyclist KSI

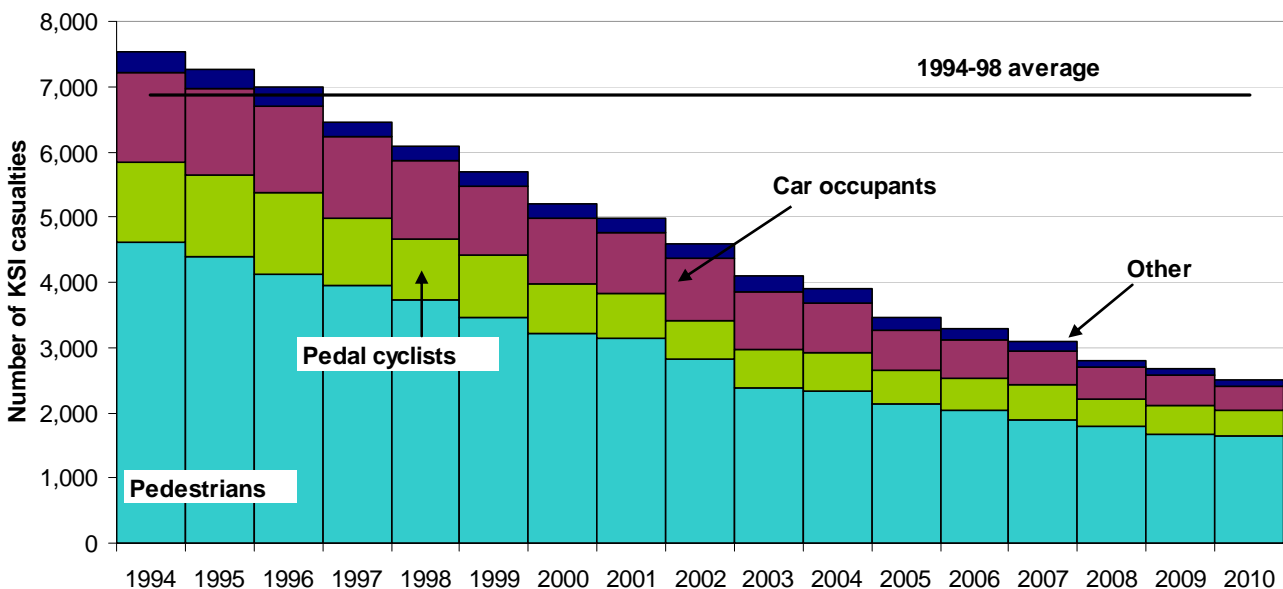
casualties. Other road user child KSI casualties increased by 9 per cent mainly as a result of an increase in bus and coach casualties.

- The number of children aged 12-15 killed or seriously injured has fallen slightly less than other child age groups, by 60 per cent since the 1994-98 average, although the numbers fell more than other age groups between 2009 and 2010.

RAS30062: Children reported killed or seriously injured by road user type: GB 2010

	Number				2010 Percentage change over:	
	1994-98 average	2008	2009	2010	2009	1994-98 average
Pedestrians	4,167	1,784	1,660	1,646	-1	-60
Pedal cyclists	1,129	417	458	398	-13	-65
Car users	1,303	490	463	360	-22	-72
Other road users	261	116	90	98	9	-62
Males	4,402	1,818	1,757	1,628	-7	-63
Females	2,457	986	914	874	-4	-64
Age 0-4	888	347	314	324	3	-64
Age 5-8	1,657	543	512	504	-2	-70
Age 9-11	1,592	619	584	595	2	-63
Age 12-15	2,722	1,298	1,261	1,079	-14	-60
All children (aged 0-15)	6,860	2,807	2,671	2,502	-6	-64

Chart 7: Reported children killed or seriously injured by road user type: GB 1994-2010



Slightly injured casualties

In 2010, there were 184 thousand reported slight casualties, 592 per billion vehicle miles of traffic. These figures were 32 per cent and 40 per cent respectively below the 1994-98 average level. The completeness of reporting for slight accidents may be more vulnerable to changes over time in public behaviours in reporting accidents to the police.

- Compared with the 1994-98 average, the biggest reductions in reported slight casualties have been for pedestrians.
- Between 2009 and 2010 the number of slight casualties and the rate against traffic fell for all road users.
- Whilst the majority (over two thirds) of slight casualties are car occupants, the highest rates (per billion vehicle miles) are for pedal cyclists, followed closely by motorcycle users.

RAS30063: Reported slightly injured casualties by road user type: GB 2010

	Number				2010 Percentage change over:	
	1994-98 average	2008	2009	2010	2009	1994-98 average
Pedestrians	34,874	21,840	20,842	20,240	-3	-42
Rate ¹	3,143	1,896	1,771	1,873	6	-40
Pedal cyclists	20,653	13,732	14,354	14,414	0	-30
Rate ²	8,199	4,659	4,663	4,627	-1	-44
Motorcycle users	17,547	15,501	14,881	13,503	-9	-23
Rate ²	7,295	4,852	4,579	4,623	1	-37
Car users	180,034	137,220	132,300	123,456	-7	-31
Rate ²	808	550	531	506	-5	-37
All road users ³	272,272	202,333	195,234	184,138	-6	-32
Rate ⁴	986	634	617	592	-4	-40

1 Rate per billion miles walked

2 Rate per billion vehicle miles

3 Includes other vehicles

4 Rate per billion vehicle miles (excluding distance walked)

Part 2: Reported casualties by road user type

This section provides the main figures and some analysis for each of the main groups of road user. Chart 8 below shows the proportion of each road user type for the three different severities of casualty in 2010:

- Car occupants were the largest group for all severities, accounting for about two thirds of reported slight casualties and nearly half of all fatalities.
- Pedestrians accounted for 23 per cent of reported deaths and serious injuries but only 11 per cent of slight injuries.

Chart 8: Proportion of reported casualties by road user type and severity: GB 2010



-
- Similarly, 22 per cent of all fatalities were motorcycle users, but only 9 per cent of those slightly injured.
 - Together, car occupants, pedestrians and motorcyclists accounted for 89 per cent of deaths, and 85 per cent of all reported casualties. Of the remainder, pedal cyclists made up 8 per cent, other road users 4 per cent and bus or coach users 3 per cent of all casualties.

Overall, around 7 of every 10 people reported killed or seriously injured in road accidents were male, but again this varies by road user type - in 2010, 9 out of 10 motorcyclist and 8 out of 10 pedal cyclist KSI casualties were men, compared with around 6 in 10 pedestrians and car occupants.

Detailed figures relating to the number of reported road accident casualties by age, gender and road user type can be found in the *tables* section.

Pedestrian casualties

Total reported pedestrian casualties have decreased by 4 per cent from 26,887 in 2009 to 25,845 in 2010, and were 44 per cent below the 1994-98 average. Overall pedestrian fatalities fell by 19 per cent from 2009 to 2010, although this varied by age group.

- Chart 9 below shows the trends in reported fatal, serious and slight pedestrian casualties. All severities of casualty have shown broadly similar trends and have fallen consistently over this period.
- Child pedestrian fatalities fell by 30 per cent to 26 in 2010, 80 per cent below the 1994-98 average. Six per cent of all pedestrian fatalities were children (aged 0-15 years old), however this proportion rose to 31 per cent for all pedestrian casualties.
- The number of adult pedestrians killed aged 16 to 59 years old fell by 13 per cent, from 256 in 2009 to 224 in 2010.
- There was a 25 per cent decrease in the number of pedestrian fatalities aged 60 years old and over, from 207 in 2009 to 155 in 2010. Adults 60 years old and over accounted for 26 per cent of all pedestrian fatalities but only 14 per cent of all casualties.
- The rate of reported pedestrian casualties per million population continued to fall and in 2010 was 48 per cent lower than the 1994-98 average, and 5 per cent lower than in 2009. The rate for pedestrian casualties aged 60 years old and over was the lowest of all age groups, with child pedestrian casualties rate being the highest (263 pedestrian casualties per million population for 60 year olds and over, compared to 706 for 0-15 year olds).

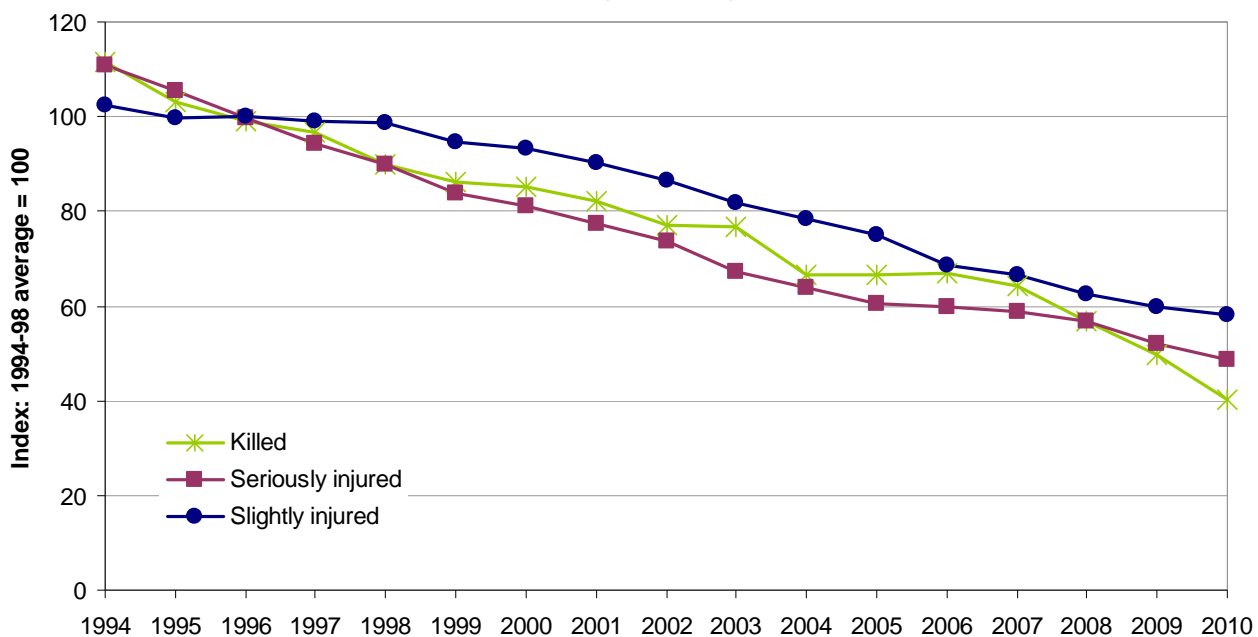
RAS30064: Reported pedestrian casualties by age: GB 2010

		Number				2010 Percentage change over:	
		1994-98 average	2008	2009	2010	2009	1994-98 average
Children (0-15)	Killed	133	57	37	26	-30	-80
	Serious	4,034	1,727	1,623	1,620	0	-60
	Slight	14,382	6,864	6,323	6,283	-1	-56
	All	18,548	8,648	7,983	7,929	-1	-57
Adults (16-59)	Killed	398	272	256	224	-13	-44
	Serious	4,318	3,003	2,678	2,475	-8	-43
	Slight	15,016	11,557	11,317	11,019	-3	-27
	All	19,732	14,832	14,251	13,718	-4	-30
Adults (60+)	Killed	471	243	207	155	-25	-67
	Serious	2,142	1,206	1,154	1,020	-12	-52
	Slight	4,491	2,732	2,636	2,427	-8	-46
	All	7,104	4,181	3,997	3,602	-10	-49
All ¹	Killed	1,008	572	500	405	-19	-60
	Serious	10,662	6,070	5,545	5,200	-6	-51
	Slight	34,874	21,840	20,842	20,240	-3	-42
	All	46,543	28,482	26,887	25,845	-4	-44
Casualty rate per million population							
KSI		207	111	101	93	-8	-55
Slight		617	366	347	335	-4	-46
All		824	478	448	427	-5	-48

¹ Includes cases where age was not reported.

Tables RAS30024-RAS30028 provide a further breakdown of pedestrian casualties.

Chart 9: Reported pedestrian casualties by severity: GB 1994-2010



Pedal cycle casualties

- Overall reported pedal cycle casualties went up by 1 per cent from 2009 to 2010, but have decreased by 30 per cent from the 1994-98 average.
- The number of pedal cycle fatalities rose by 7 per cent from 104 in 2009 to 117 in 2010, a 40 per cent decrease from the 1994-98 average.
- The number of reported seriously injured pedal cyclists also increased by 2 per cent from 2,606 in 2009 to 2,660 in 2010.
- The number of killed and seriously injured pedal cyclists per billion vehicle miles has fallen by 40 per cent from the 1994-98 average, but is up by 1 per cent from 2009.

RAS30065: Reported pedal cyclist casualties: GB 2010

	Number				2010 Percentage change over:	
	1994-98 average	2008	2009	2010	2009	1994-98 average
Killed	186	115	104	111	7	-40
Serious	3,546	2,450	2,606	2,660	2	-25
Slight	20,653	13,732	14,354	14,414	0	-30
Total	24,385	16,297	17,064	17,185	1	-30
Pedal cycle traffic ¹	2.5	2.9	3.1	3.1	1	24
Casualty rate ²						
KSI	1,482	870	880	889	1	-40
Slight	8,199	4,659	4,663	4,627	-1	-44
All	9,680	5,529	5,543	5,516	0	-43

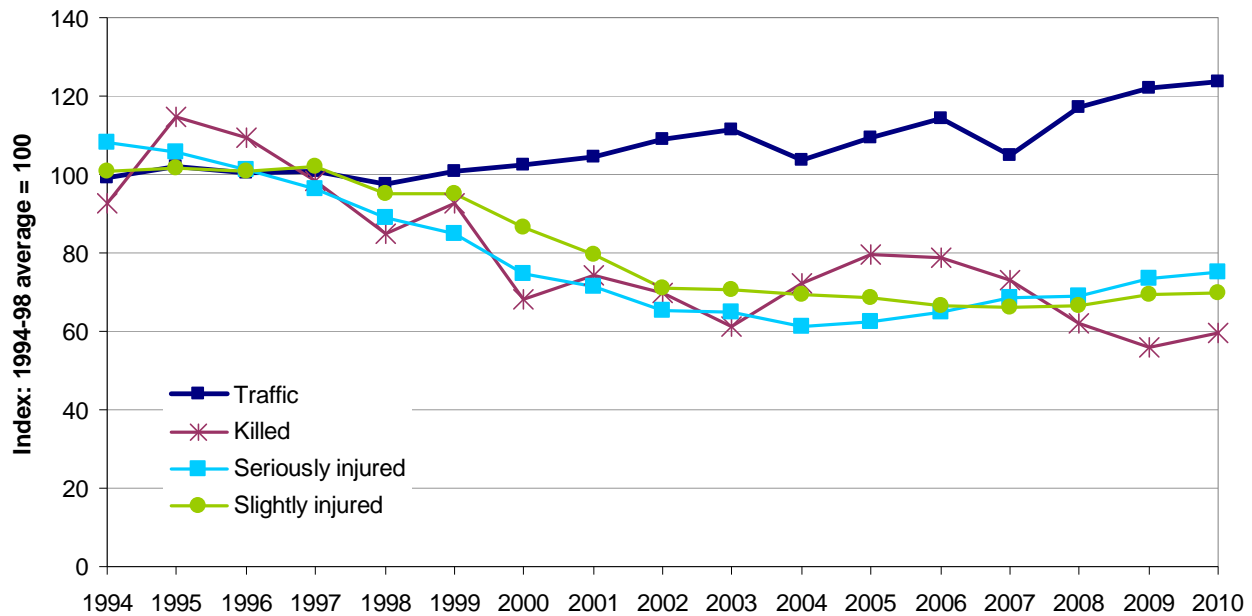
1 Billion vehicle miles.

2 Rate per billion vehicle miles.

Pedal cycle traffic levels have fluctuated in recent years, but the trend has been generally upward. Pedal cycle traffic increased by 1 per cent between 2009 and 2010.

Chart 10 below shows that trends in pedal cyclists killed and injured have followed broadly similar trends since 1994.

Chart 10: Pedal cycle traffic and reported casualties by severity: GB 1994-2010



- 81 per cent of reported pedal cycle casualties were male, as were 77 per cent of pedal cycle fatalities.
- 61 per cent of all pedal cycle casualties were 16 – 59 year old men, compared to 52 per cent for pedal cycle fatalities.
- 13 per cent of pedal cycle casualties were children (0-15 years old) although only 6 per cent of pedal cycle fatalities were children.
- The number of reported child pedal cycle casualties has fallen by 64 per cent from the 1994-98 average, from 7,851 to 2,828 in 2010. The number of female child casualties has fallen more than for male casualties (69 per cent compared to a 53 per cent reduction).

Tables RAS30021-RAS30023 analyse reported casualties by severity, day, road user type and our of day. Sixty per cent of pedal cycle casualties occurred during the hours of 7am – 10am and 4pm – 7pm. This proportion was slightly higher for accidents on Monday to Thursday (65 per cent) and lower at the weekend (45 per cent on both Saturday and Sunday), and is likely to be related to school and work travel. The proportions are similar for both child and adult casualties.

Motorcycle user casualties

- Reported motorcycle casualties decreased by 10 per cent from 20,703 in 2009 to 18,686 in 2010, and were 22 per cent lower than the 1994-98 average. Motorcycle traffic also went down by 10 per cent compared to 2009, as a result the overall motorcycle casualty rate was almost unchanged from 6,391 motorcycle casualties per billion vehicle miles in 2009 to 6,398 in 2010.
- Motorcycle fatalities fell by 15 per cent from 472 in 2009 to 403 in 2010 and were now 14 per cent lower than the 1994-98 average.
- There was a 11 per cent fall in the number of reported serious motorcycle casualties, resulting in a 11 per cent decrease in the number of KSI motorcycle casualties, from 5,822 in 2009 to 5,183 in 2010.

RAS30066: Reported motorcycle user casualties: GB 2010

	Number				2010 Percentage change over:	
	1994-98 average	2008	2009	2010	2009	1994-98 average
Killed	467	493	472	403	-15	-14
Serious	6,008	5,556	5,350	4,780	-11	-20
Slight	17,547	15,501	14,881	13,503	-9	-23
Total	24,023	21,550	20,703	18,686	-10	-22
Motorcycle traffic ¹	2.4	3.2	3.2	2.9	-10	21
Casualty rate ²						
KSI	2,692	1,893	1,792	1,775	-1	-34
Slight	7,295	4,852	4,579	4,623	1	-37
All	9,987	6,745	6,371	6,398	0	-36

¹ Billion vehicle miles.

² Rate per billion vehicle miles.

- Just under two thirds of motorcycle fatalities occurred in rural areas, compared to half for serious motorcycle casualties and under a third for slight motorcycle casualties.
- 37 per cent of riders of motorcycles less than 50cc involved in personal injury road accidents were aged 16 years. A further 16 per cent were 17 years old. This is in contrast to motorcycles greater than 500cc, where 53 per cent of riders were aged 30-49 years.

Chart 11 below shows the trends in reported motorcyclist casualties and motorcycle traffic, indexed to the 1994-98 average.

- Motorcycle traffic increased from the 1994-98 average until 2003. Since 2003, the traffic has been fairly volatile, with the 2010 traffic figure 10 per cent lower than the 2008 figure, 21 per cent greater than the 1994-98 average.
- Motorcycle casualty rates for all severities have declined over the same period.

Chart 11: Motorcycle traffic and reported casualties by severity: GB 1994-2010

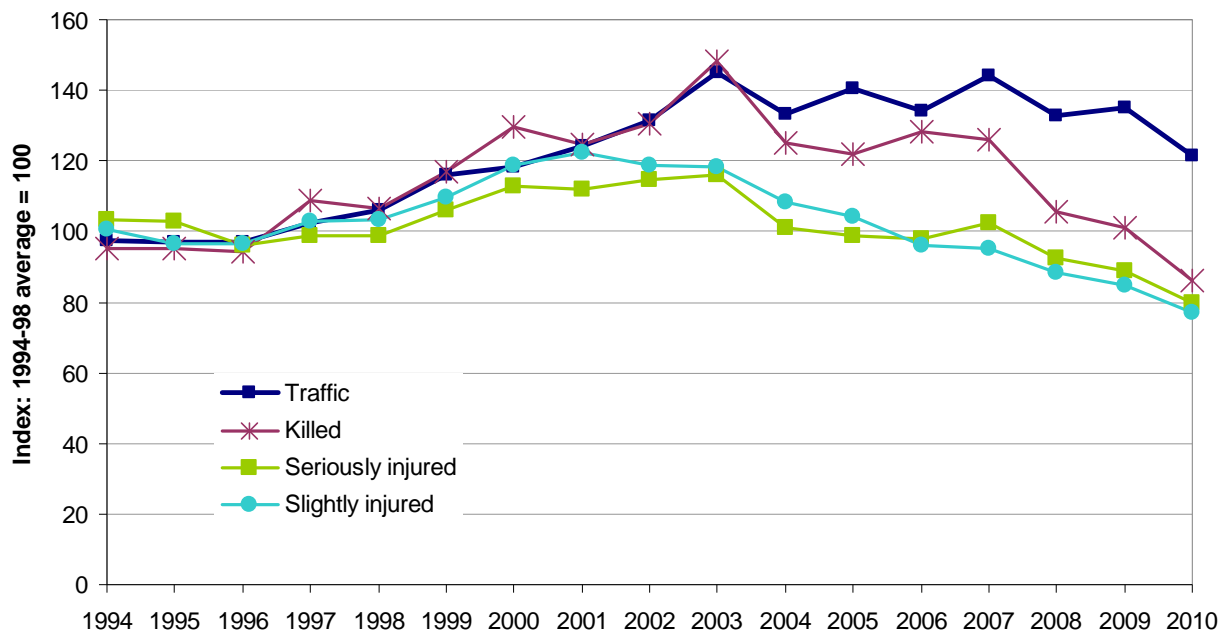
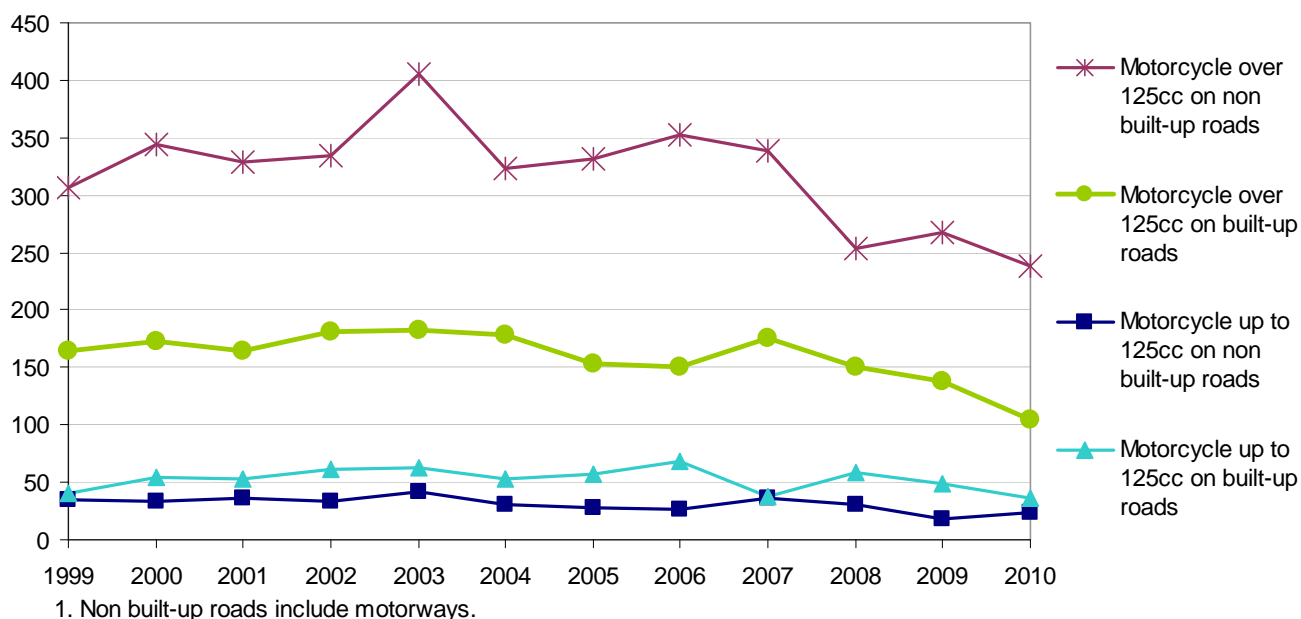


Chart 12 below shows the number of reported motorcyclists killed, by road type and engine size since 1999. Fatalities increased from 18 to 24 amongst riders of motorcycles up to 125cc on non built-up roads (these numbers are small and prone to fluctuations). Fatalities amongst all other motorcycle riders on motorways, built-up and non built-up roads have fallen in 2010.

- 76 per cent of motorcycle fatalities were riding motorcycles greater than 500cc. In 2010, 306 motorcycle fatalities were on these vehicles, compared to 366 in 2009; a 16 per cent decrease.
- There has been a 10 per cent fall in the number of fatalities for riders of motorcycles with an engine capacity under 125cc, decreasing from 67 in 2009 to 60 in 2010.

Chart 12: Reported motorcyclist fatalities by road type¹ and engine size: GB 1999-2010



Car occupant casualties

- Reported car occupant casualties, as shown in Table RAS30067 below, were 7 per cent lower than in 2009, falling from 143,412 in 2009 to 133,205 in 2010. The 2009 figure reflects a 34 per cent decrease from the 1994-98 average.

RAS30067: Reported car user casualties: GB 2010

		Number				2010 Percentage change over:	
		1994-98 average	2008	2009	2010	2009	1994-98 average
Drivers	Killed	1,128	861	700	574	-18	-49
	Serious	13,506	7,106	6,670	5,932	-11	-56
	Slight	113,324	92,985	88,937	83,281	-6	-27
	Total	127,958	100,952	96,307	89,787	-7	-30
Passengers	Killed	634	396	359	261	-27	-59
	Serious	7,985	3,605	3,383	2,982	-12	-63
	Slight	66,710	44,235	43,363	40,175	-7	-40
	Total	75,329	48,236	47,105	43,418	-8	-42
All	Killed	1,762	1,257	1,059	835	-21	-53
	Serious	21,492	10,711	10,053	8,914	-11	-59
	Slight	180,034	137,220	132,300	123,456	-7	-31
	Total	203,288	149,188	143,412	133,205	-7	-34
Car traffic¹		223	250	249	244	-2	9
Casualty rate²							
KSI		104	48	45	40	-10	-62
Slight		808	550	531	506	-5	-37
All		913	598	576	546	-5	-40

1 Billion vehicle miles.

- Chart 13 below shows the trends in fatal, serious, slight casualties and traffic. Trends in fatalities and serious injuries were similar until 1998. Between 1998 and 2005 deaths fell by only 1 per cent whereas serious injuries fell by 35 per cent. However, between 2005 and 2010, the number of deaths fell by 50 per cent compared to a 31 per cent fall in serious injuries.
- Car occupant fatalities decreased by 21 per cent from 2009, with falls for both car drivers and passengers (18 per cent and 27 per cent respectively). Compared to the 1994-98 average car driver deaths have fallen more slowly than for passengers, falling by 49 per cent compared to 59 per cent for passengers.
- Car traffic has increased by 9 per cent since the 1994-98 average, but has fallen in the last three years, including by 2 per cent between 2009 and 2010.
- The number of reported killed or seriously injured car occupants per billion vehicle miles has fallen by 10 per cent from 2009, and 62 per cent from the 1994-98 average. The slight car casualty rate fell by 5 per cent and 37 per cent respectively over the same time periods.

Chart 13: Car traffic and reported casualties by severity: GB 1994-2010

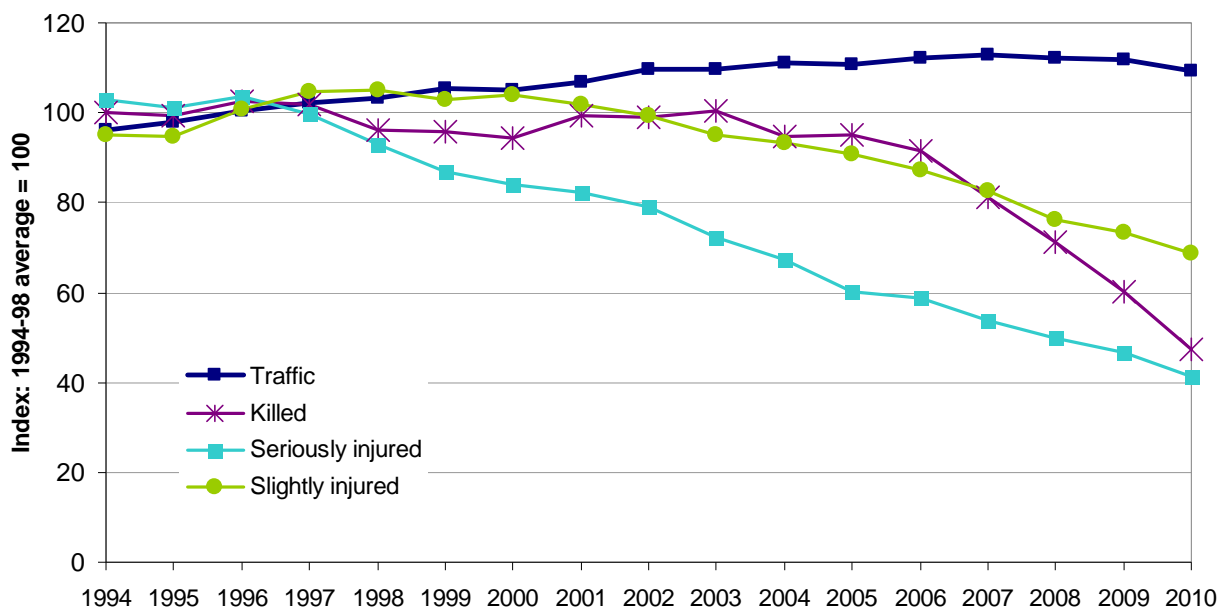


Chart 14 below shows the number of reported car occupants killed by age group.

- In 2010, there were 283 fatalities amongst car occupants aged 16-25. This was a 27 per cent fall from 2009 and a 53 per cent fall from the 1994-98 average.
- Child car occupant fatalities fell by 38 per cent from 29 in 2009 to 18 in 2010. This is 77 per cent lower than the 1994-98 average.

Chart 14: Reported car occupant fatalities by age group: GB 1994-2010

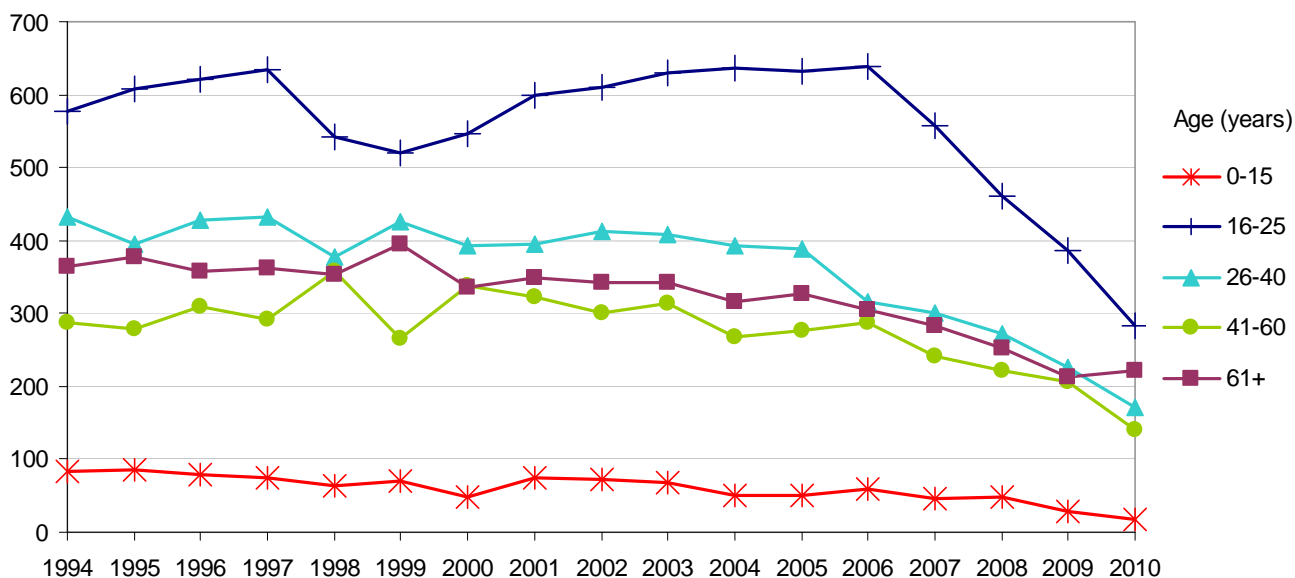
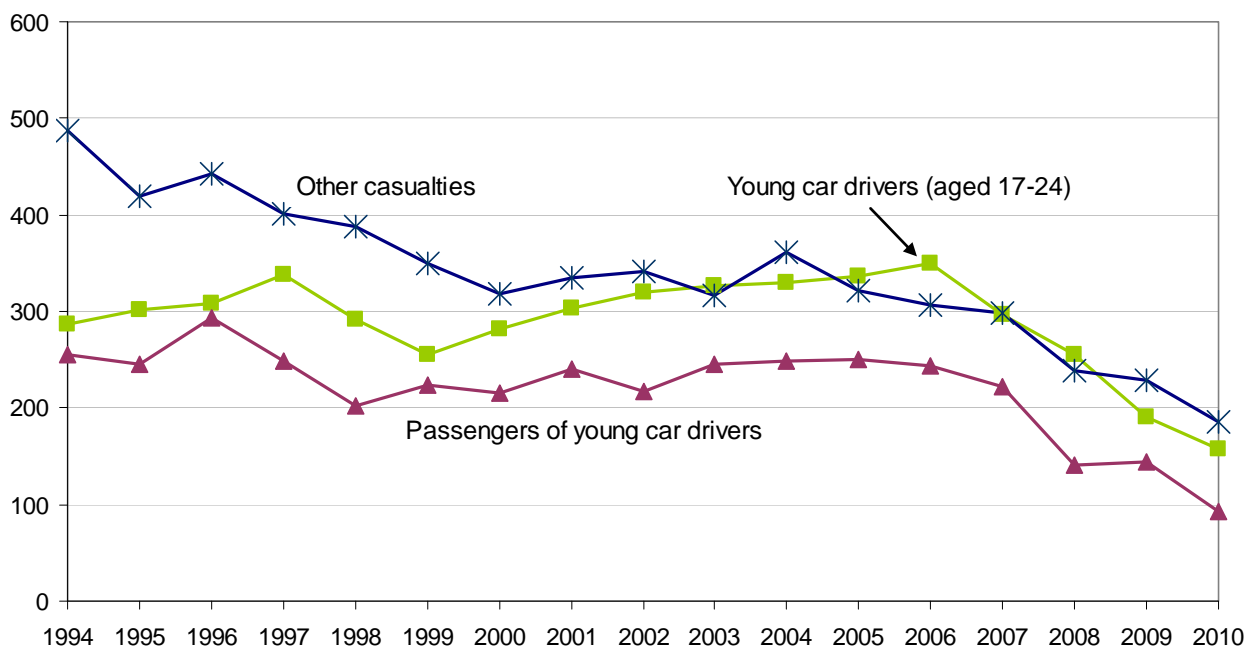


Table RAS20002 in the tables section looks at the age distribution of car drivers involved in reported personal injury road accidents by gender. Chart 15 below shows the number of fatalities resulting from accidents involving at least one young car driver (17-24 years old):

- Fatalities in reported accidents involving young car drivers accounted for 24 per cent of all road deaths in 2010.
- The number of fatalities in accidents involving young car drivers fell by 23 per cent from 564 in 2009 to 437 in 2010 – a reduction of 127 deaths, out of a total fall of 372 road deaths between 2009 and 2010.
- The fall in fatalities in 2010 came mostly among young car passengers. Passenger fatalities in cars with young drivers decreased by 36 per cent from 145 in 2009 to 93 while young driver fatalities fell by 17 per cent from 191 to 158 and other fatalities by 18 per cent from 238 to 228 .
- The number of young car drivers killed decreased by 48 per cent from the 1994-98 average (to 158 in 2010), whilst passengers fatalities of young car drivers decreased by 63 per cent (to 93). The number of other casualties killed in accidents with a young car driver (occupants of other vehicles and pedestrians in the accident) fell by 57 per cent (to 186).
- These reductions may also reflect fewer young drivers on the road. The National Travel Survey (NTS 0201) shows that the proportion of young men (17-20) holding a full car driving fell from 41 per cent in 2007 to 35 per cent in 2010 while for young women the rate increased from 34 per cent to 35 per cent in 2008 and 2009 and then fell back to 34 per cent in 2010.

Chart 15: Reported fatalities in accidents involving young car drivers (aged 17 to 24): GB 1994-2010



- KSI casualties in reported accidents involving young car drivers accounted for 22 per cent of all KSI casualties in 2010. They fell by 16 per cent between 2009 and 2010 (to 5,297) compared to a decrease in total KSI casualties of 9 per cent.
- Nearly a fifth of all car occupants killed or seriously injured were young car drivers.

-
- Killed or seriously injured young car drivers have decreased by 58 per cent (to 1,670) from the 1994-98 average, whilst passengers of young car drivers have decreased by 65 per cent (to 1,048) and other casualties (occupants of other vehicles and pedestrians in the accident) have decreased by 58 per cent (to 2,579).

Other road user casualties

- Reported bus and coach casualties decreased by 1 per cent compared with 2009, and were 35 per cent lower in 2010 than the 1994-98 average. The number of fatalities went down from 14 in 2009 to 9 in 2010 and were 36 per cent lower than 2009. The number of serious injuries rose by 10 per cent in 2010 from 2009, and were 44 per cent lower than the 1994-98 average. Care should be exercised when comparing these percentage changes with other road user types since these numbers are small and are therefore liable to fluctuations.

In 2010, bus and coach traffic rose by less than 1 per cent from 2009, but this is still 4 per cent higher than the 1994-98 average.

- Reported light goods vehicle occupant casualties in 2010 were 5 per cent lower than in 2009 and 32 per cent lower than the 1994-98 average. Light goods traffic rose by 1 per cent in 2009, this is 44 per cent higher than the 1994-98 average. The casualty rate has decreased by 6 per cent from 2009 and 58 per cent from the 1994-98 average.

Deaths among light goods vehicle users fell by 6 per cent, from 36 in 2009 to 34 in 2010. This represents a 48 per cent decrease compared to the 1994-98 average.

Light goods vehicles were involved in 12,242 accidents in 2010 (2 per cent fewer than in 2009). These accidents resulted in 169 fatalities (3 per cent fewer than in 2009, 1,666 serious injuries (4 per cent fewer) and 15,106 slight injuries (3 per cent fewer).

- Reported heavy goods vehicle occupant casualties have increased by 4 per cent from 2009 and 53 per cent compared with the 1994-98 average. Fatalities rose by 100 per cent, from 14 in 2009 to 28 in 2010, similar to the level in 2008 of 23.

Heavy goods vehicle traffic has remained almost unchanged (0.3 per cent increase) from 2009, following a fall of 8 per cent in the previous year. Traffic remains 1 per cent higher than the 1994-98 average, resulting in a reduction of 53 per cent in the overall casualty rate for heavy goods vehicle occupants compared to the 1994-98 average.

Heavy good vehicles were involved in 7,013 accidents in 2010, the same as in 2009. These accidents resulted in 263 fatalities (2 per cent fewer than 2009), 1,116 serious injuries (5 per cent fewer) and 8,307 slight injuries (1 per cent fewer).

Foreign registered heavy goods vehicles were involved in 646 accidents in 2009, 12 per cent fewer than in 2009. These accidents resulted in 15 fatalities (29 per cent fewer than 2009), 58 serious injuries (11 per cent fewer) and 780 slight injuries (15 per cent fewer).

RAS30068: Reported other road user casualties: GB 2010

	Number				2010 Percentage change over:	
	1994-98 average	2008	2009	2010	2009	1994-98 average
Bus and Coach						
Killed	20	6	14	9	-36	-55
Serious	696	426	356	392	10	-44
Slight	8,883	6,497	5,947	5,867	-1	-34
Total	9,598	6,929	6,317	6,268	-1	-35
Bus/Coach traffic ¹	3.1	3.2	3.2	3.2	0	4
Light goods vehicle						
Killed	65	43	36	34	-6	-48
Serious	950	402	381	325	-15	-66
Slight	6,410	4,468	4,326	4,135	-4	-35
Total	7,424	4,913	4,743	4,494	-5	-39
Light goods traffic ¹	29	42	41	42	1	44
Heavy goods vehicle						
Killed	53	23	14	28	100	-47
Serious	526	217	175	184	5	-65
Slight	2,760	1,690	1,330	1,366	3	-51
Total	3,338	1,930	1,519	1,578	4	-53
Heavy goods traffic ¹	16	18	16	16	0	1

¹ Billion vehicle miles.

Part 3- Strategic Framework for Road Safety¹ - Outcomes Framework

The Strategic Framework for Road Safety published in May 2011 set out a proposed outcomes framework designed to help Government, local organisations and citizens to monitor the progress towards improving road safety and decreasing the number of fatalities and seriously injured casualties on Great Britain's roads.

This identified 6 key indicators which relate to road deaths and are intended to measure the key outcomes of the strategy at national level. These are:

- Number of road deaths (and rate per billion vehicle miles)
- Rate of motorcyclist deaths per billion vehicle miles
- Rate of car occupant deaths per billion vehicle miles
- Rate of pedal cyclist deaths per billion vehicle miles
- Rate of pedestrian deaths per billion miles walked
- Number of deaths resulting from collisions involving drivers under 25

At the local level, the number of road deaths is small and subject to fluctuation. For this reason the following were proposed as key indicators:

- Number of killed or seriously injured casualties
- Rate of killed or seriously injured casualties per million people
- Rate of killed or seriously injured casualties per billion vehicle miles

Table RAS41001 gives figures for these indicators for 2005-2010, including changes against the 2005-9 average and for the latest year.

RAS41001: Key Outcome Indicators - Strategic Framework for Road Safety: GB 2010

	Number			2010 Percentage change over:	
	2005-09 average	2009	2010	2009	2005 -2009 average
Road Deaths	2,816	2,222	1,850	-17	-34
Fatality rates per billion vehicle miles¹					
Road Deaths	9	7	6	-15	-33
Motorcyclists	165	145	138	-5	-16
Car occupants	6	4	3	-19	-39
Pedal cyclist	45	34	36	5	-22
Pedestrian ²	53	42	37	-12	-29
Number of deaths resulting from collisions involving car drivers aged 17- 24	765	564	437	-23	-43
Number of killed or seriously injured	30041	26912	24,510	-9	-18
Rate of killed or seriously injured casualties per million population	507	449	405	-10	-20
Rate of killed or seriously injured casualties per billion vehicle miles	95	85	79	-7	-17

1 Rates per billion vehicle miles, rounded to the nearest whole number.

2 Rate per billion miles walked.

<http://www.dft.gov.uk/publications/strategic-framework-for-road-safety>

Alongside these key indicators a more comprehensive list of indicators were proposed to monitor trends and patterns primarily at the national level. Initial data for these indicators can be found in table RAS41001 (web only). Some of these indicators are marked as ‘under development’ where the form of the indicator needs further consideration or data are not yet available.

Progress on the indicators will be reported annually.

Background notes

Detailed statistics (tables and charts) on “Overview and trends in reported road casualties” can be found at:

http://www.dft.gov.uk/statistics?orderby=date&post_type=table&series=road-accidents-and-safety-series

Table numbers RAS30059 – RAS30068, RAS40006 and RAS 41001.

1. The data in this article refer to accidents involving personal injury occurring on the public highway (including footways) in which at least one road vehicle or a vehicle in collision with a pedestrian is involved and which becomes known to the police within 30 days of its occurrence. The data are collected by police at the scene of an accident or in some cases reported by a member of the public at a police station.
2. Further information about the Reported Road Casualties Great Britain Annual Report 2010 can be found at: <http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010>
3. Notes & Definitions used in STATS19 can be found at: <http://assets.dft.gov.uk/statistics/releases/reported-road-casualties-gb-main-results-2010/reported-road-casualties-gb-main-results-2010-definitions.pdf>
4. Further information about road accidents and safety statistics, including technical information and links to earlier material can be found at: <http://www.dft.gov.uk/statistics/series/road-accidents-and-safety/>

Chart 16: Reported killed or seriously injured casualties: GB 1994-2010

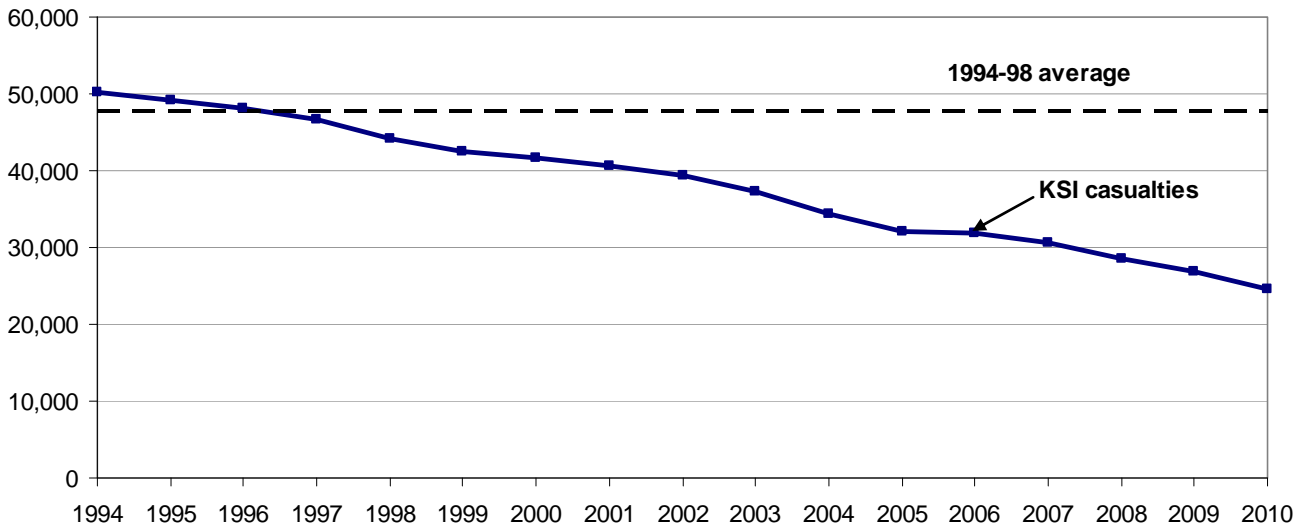


Chart 17: Reported killed or seriously injured child casualties: GB 1994-2010

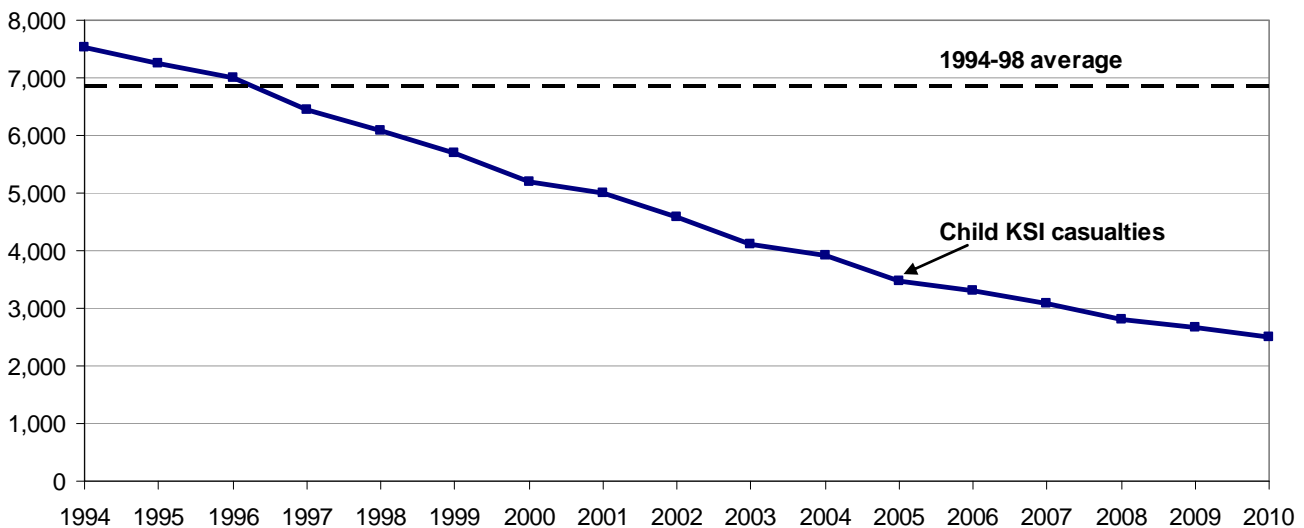
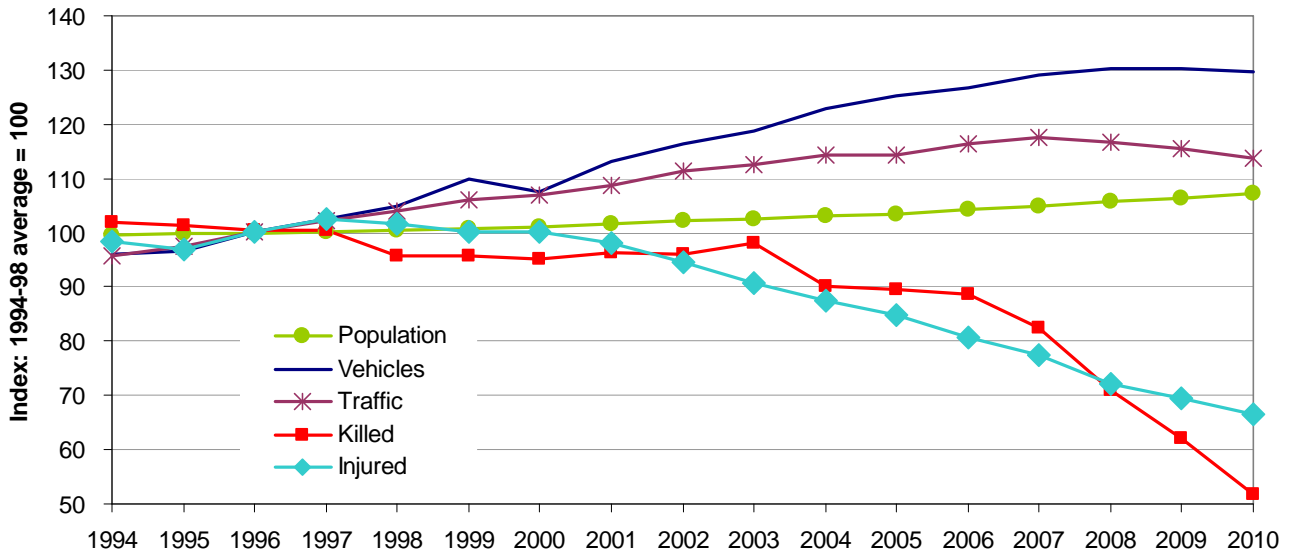


Chart 18: Population, vehicle stock, motor traffic and reported casualties: 1994-2010



Annex: Long term trends and summary statistics

RAS40006

Summary statistics: GB 2010

	Number			2010 Percentage change over:	
	1994-98 average	2009	2010	2009	1994-98 average
Casualties					
Killed	3,578	2,222	1,850	-17	-48
Killed or seriously injured (KSI)	47,656	26,912	24,510	-9	-49
All casualties	319,928	222,146	208,648	-6	-35
Vehicle traffic (billion vehicle miles)					
	276.1	313.2	308.1	-2	12
Population (million)					
	56.5	60	60.5	1	7
Accidents					
Fatal	3,264	2,057	1,731	-16	-47
Fatal or serious	40,481	24,054	22,171	-8	-45
All accidents	236,040	163,554	154,414	-6	-35
Casualties per accident					
Fatal	2.1	1.89	1.88	0	-10
Fatal or serious	1.6	1.50	1.47	-2	-9
All accidents	1.4	1.36	1.35	-1	0
Accident type					
Fatal accidents					
Single vehicle (no pedestrian)	684	531	392	-26	-43
Single vehicle (with pedestrian)	883	420	342	-19	-61
Two vehicle	1,253	818	737	-10	-41
Three or more vehicles	445	288	260	-10	-42
All accidents					
Single vehicle (no pedestrian)	32,993	25,885	23,824	-8	-28
Single vehicle (with pedestrian)	42,461	24,411	23,495	-4	-45
Two vehicle	136,491	96,631	91,870	-5	-33
Three or more vehicles	24,095	16,627	27,460	65	14
Casualties by road type					
Fatalities on					
Motorways	173	132	118	-11	-32
Built-up roads	1,503	981	739	-25	-51
Non built-up roads	1,901	1,109	993	-10	-48
KSI on					
Motorways	1,516	990	916	-7	-40
Built-up roads	28,890	16,790	15,454	-8	-47
Non built-up roads	17,250	9,132	8,140	-11	-53
All casualties on					
Motorways	12,891	10,656	10,369	-3	-20
Built-up roads	220,371	155,760	147,323	-5	-33
Non built-up roads	86,666	55,730	50,956	-9	-41
Car occupants					
Fatalities					
Seriously injured	1,762	1,059	835	-21	-53
Slightly injured	21,492	10,053	8,914	-11	-59
Total	180,034	132,300	123,456	-7	-31
Total	203,288	143,412	133,205	-7	-34
Car traffic (billion vehicle miles)					
	222.8	249	244	-2	9
Fatalities in accidents involving car drivers aged 17-24					
of which: Driver aged 17-24	982	564	437	-23	-55
Passenger of driver aged 17-24	305	191	158	-17	-48
Other road user	249	145	93	-36	-63
	428	228	186	-18	-57
Pedestrians					
Fatalities					
of which: Children (0-15)	1,008	500	405	-19	-60
Adults (16-59)	133	37	37	0	-72
Elderly (60+)	398	256	213	-17	-47
Slightly injured	471	207	155	-25	-67
Slightly injured	10,662	5,545	5,200	-6	-51
Slightly injured	34,874	20,842	20,240	-3	-42
Total	46,543	26,887	25,845	-4	-44

RAS40006

Summary statistics: GB 2010 (Continued)

	Number			2010 Percentage change over:	
	1994-98 average	2009	2010	2009	1994-98 average
Motorcyclists					
Fatalities	467	472	403	-15	-14
Seriously injured	6,008	5,350	4,780	-11	-20
Slightly injured	17,547	14,881	13,503	-9	-23
Total	24,023	20,703	18,686	-10	-22
Motorcycle traffic (billion vehicle miles)	2.4	3.2	2.9	-10	21
Fatalities on					
Motorways	9	12	13	8	38
Built-up roads	178	187	141	-25	-21
Non built-up roads	280	273	249	-9	-11
KSI on					
Motorways	106	116	128	10	21
Built-up roads	3,847	3,519	3,050	-13	-21
Non built-up roads	2,523	2,187	2,005	-8	-21
Motorcycles with engine size up to 125 cc					
Fatalities	..	67	60	-10	..
Seriously injured	..	1,834	1,663	-9	..
Slightly injured	..	7,401	6,998	-5	..
Motorcycles with engine size over 125 cc					
Fatalities	..	405	343	-15	..
Seriously injured	..	3,516	3,117	-11	..
Slightly injured	..	7,480	6,505	-13	..
Pedal cyclists					
Fatalities	186	104	111	7	-40
Seriously injured	3,546	2,606	2,660	2	-25
Slightly injured	20,653	14,354	14,414	0	-30
Total	24,385	17,064	17,185	1	-30
Child (0-15) KSI	1,129	458	398	-13	-65
Adult (16+) KSI	2,557	2,225	2,373	7	-7
Pedal cycle traffic (billion vehicle miles)	2.5	3.1	3.1	1	24
Light Goods Vehicles (LGV)					
Fatalities	65	36	34	-6	-48
Seriously injured	950	381	325	-15	-66
Slightly injured	6,410	4,326	4,135	-4	-35
LGV traffic (billion vehicle miles)	29.0	41.4	41.8	1	44
Casualties in accidents involving at least one LGV					
Fatalities	320	174	169	-3	-47
KSI	3,789	1,905	1,835	-4	-52
All casualties	25,972	17,441	16,941	-3	-35
Heavy Goods Vehicles (HGV)					
Fatalities	53	14	28	100	-47
Seriously injured	526	175	184	5	-65
Slightly injured	2,760	1,330	1,366	3	-51
Casualties in accidents involving at least one HGV					
Fatalities	582	268	264	-1	-55
KSI	3,544	1,439	1,380	-4	-61
All casualties	18,491	9,695	9,687	0	-48
HGV traffic (billion vehicle miles)	16.3	16.4	16.4	0	1
Children (aged 0-15)					
Fatalities	260	81	55	-32	-79
Male	163	51	38	-25	-77
Female	97	30	17	-43	-82
KSI	6,860	2,671	2,502	-6	-64
All casualties	44,354	20,655	19,569	-5	-56

Reported Road Casualties in Great Britain: 2010 Annual Report

A valuation of road accidents and casualties in Great Britain in 2010

Please note that the figures in this article are outside the scope of National Statistics.

This article provides the latest Department for Transport (DfT) estimates on the values for prevention of road accidents and casualties for use in the appraisal of transport schemes. In addition, the estimate of the total value of road accidents in Great Britain in 2010 is also included.

Since 1993, the valuation of both fatal and non-fatal casualties has been based on a consistent willingness to pay (WTP) approach. This approach encompasses all aspects of the valuation of casualties, including the human costs, which reflect pain, grief, suffering; the direct economic costs of lost output and the medical costs associated with road accident injuries.

- The total value of prevention of reported road accidents in 2010 was estimated to be £15 billion. Prevention can be interpreted in two ways here: on the one hand, it is the benefit which would be obtained by prevention of road accidents from a cost benefit view point. On the other hand, it can be considered as the loss to society due to the current level of road accidents. This includes an estimate of damage only accident costs but does not take account of under-reporting of accidents.
- A number of assumptions have been made to produce a broad illustrative figure which suggests that allowing for accidents not reported to the police could increase the total value of prevention of road accidents to around £32 billion as an upper limit.

It is important to highlight that the figures in this report were based on the road accident data for 2010, but computed at the 2009 average values of prevention for accidents and casualties. As a result, the sum of the different values of damages per severity of accident may differ slightly from the total value presented here. The average values of prevention were not adjusted to reflect 2010 figures due the late publication of 'United Kingdom National Accounts' for 2010, an annual report which contains the Gross Domestic Product (GDP) data used to adjust the cost figures. In addition, the Department is also in the process of updating the methodology used to value the cost of accidents/casualties. Updated values will be published in Transport Analysis Guidance – WebTAG unit 3.4.1¹.

Casualties

¹ The Transport Analysis Guidance can be found using following link:
<http://www.dft.gov.uk/webtag/documents/expert/unit3.4.1.php>

The methodology used to value the cost of casualties for this article was described in article 5 in Road Accidents Great Britain 1994 (Kate McMahon, Road Safety Division, Department for Transport). Briefly, the values for the prevention of fatal, serious and slight casualties include the following elements of cost:

- Loss of output due to injury. This is calculated as the present value of the expected loss of earnings, plus non-wage payments made by employers.
- Ambulance costs and the costs of hospital treatment.
- The human costs of casualties. These are based on willingness to pay to avoid pain, grief and suffering to the casualty, relatives and friends, as well as intrinsic loss of enjoyment of life in the case of fatalities.

Accidents

For all accident severities, the average value of preventing an accident of a particular severity is greater than the value of preventing a casualty of that severity. This is for two reasons, the first being that an injury accident is classified according to the most severe casualty but will on average involve more than one casualty. For example, in 2010 a fatal accident on average involved 1.07 fatalities, 0.31 serious casualties and 0.50 slight casualties. The second reason is that there are some costs which are part of the valuation of an injury accident that are not specific to casualties, including:

- Costs of damage to vehicles and property.
- Police costs and administrative costs of accident insurance.

Valuation of the benefits of prevention of accidents

Table 1 presents the average values of prevention of road accidents and casualties by severity based on 2009 prices and values. Table 2 presents the average value of prevention of injury accidents by road type (2009 prices).

As previously discussed, the average values of prevention were not adjusted to reflect 2010 prices and values due to the lack of appropriate GDP data.

Table 1: Average value of prevention per reported road accident casualty and per reported road accident: GB 2009
(RAS web table RAS60001)

Accident/casualty type	£ June 2009	
	Cost per casualty	Cost per accident
Fatal	1,585,510	1,790,200
Serious	178,160	205,060
Slight	13,740	21,370
Average for all severities	47,740	68,320
Damage only	-	1,880

Table 2: Average value of prevention of reported road accidents by road type: GB 2009
(RAS web table RAS60001)

Accident Type	Road Type			All Roads
	Built-up roads ¹	Non Built-up roads ²	Motorways ³	
Fatal	1,730,850	1,826,110	1,952,830	1,790,200
Serious	196,590	221,100	234,010	205,060
Slight	20,250	24,000	28,500	21,370
All injury accidents	55,080	109,150	82,680	68,320
Damage only	1770	2,620	2,520	1,880

¹ Roads with speed limits of 40pmh or less, excluding motorways and A(M) roads

² Roads with speed limits greater than 40mph, excluding motorways and A(M) roads

³ Includes motorways and A(M) roads

The total value of prevention of road accidents in GB in 2010

Estimates of the total value of prevention of road casualties and road accidents in Great Britain in 2010 are provided in this section. The estimates were derived using the values for prevention of casualties and accidents based on 2009 prices and values, listed in Tables 1 and 2 above.

Prevention can be interpreted in two ways here: on the one hand, it is the benefit which would be obtained by prevention of road accidents. On the other hand, it can be considered as the loss to society due to the current level of road accidents. The estimates do not represent actual costs incurred as the result of road accidents.

In 2010, the numbers of reported accidents by severity were: 1,731 fatal (a 16 per cent reduction from 2009), 20,440 serious (reduction of 7 per cent) and 132,243 slight (a reduction of 5 per cent). In cost-benefit terms the value of prevention of these 154,414 reported injury accidents is estimated to have been £10.6 billion in 2009 prices and values (Table 3). In addition, there were an estimated 2.3 million damage-only accidents valued at a further £4.4 billion. The total value of prevention of all road accidents in 2010 was therefore estimated to have been £14.9 billion (based on 2009 prices and values).

Inevitably, the incidence of costs will vary between road user groups, and also between road users and other members of society. In other words some costs, such as lost output, will not be borne exclusively by casualties themselves, since the taxation and social security systems will ensure that the burden of lost output will be shared by the population at large. In contrast, some elements of cost represent direct costs that will be incurred as

the result of road accidents, e.g. property damage. Other costs such as human costs represent the benefit of avoiding the risk of a road accident, rather than values of the consequences of an accident.

The tables below give the total value of prevention of road accidents by accident severity and elements of cost (Table 3), and by accident severity and road type (Table 4), without attempting to allocate costs by responsibility or final incidence.

Table 3: Total value of prevention of reported accidents by severity and cost elements: GB 2010

(RAS web table RAS60001)

Accident ¹ severity	Cost ² Elements						Total
	Casualty related costs			Accident related costs			
	Lost output	Medical and Ambulance	Human costs	Police costs	Insurance and admin	Damage to property	
Fatal	1,033	10	2,034	3	1	18	3,099
Serious	486	291	3,305	5	4	100	4,191
Slight	391	166	1,863	8	15	384	2,826
All injury accidents ³	2,042	472	7,496	16	19	505	10,550
Damage only accidents	-	-	-	7	121	4,267	4,395
All accidents³	2,042	472	7,496	23	140	4,772	14,945

1 The number of reported road accidents were based on 2010 data

2 The costs were based on 2009 prices and values

3 The total may not be the sum of the costs by different severities. This is because the 2009 average value of prevention per accident, averaged over all severities, was based on the reported accident severity distribution in 2009.

Table 4: Total value of prevention¹ of reported accidents² by severity and road type: GB 2010

(RAS web table RAS60001)

Accident severity	Road Type			All roads
	Built-up roads ³	Non built-up roads ⁴	Motorways ⁵	
Fatal	1,278	1,618	202	3,099
Serious	2,851	1,203	137	4,191
Slight	2,129	575	122	2,826
All reported injury accidents ⁶	7,805	2,301	444	10,550
Damage only accidents	3,807	495	93	4,395
All accidents⁶	11,612	2,796	537	14,945

1 The costs were based on 2009 prices and values

2 The number of reported road accidents were based on 2010 data

3 Includes roads with speed limits of 40pmh or less, excluding motorways and A(M) roads

4 Includes roads with speed limits greater than 40mph, excluding motorways and A(M) roads

5 Includes motorways and A(M) roads

6 The total may not be the sum of the costs by different severities. This is because the 2009 average value of prevention per accident, averaged over all severities, was based on the reported accident severity distribution in 2009.

Under Reporting

The cost estimates presented here are based on data provided by the police covering personal injury accidents that are reported to them under the STATS19 system. This means that any injury accidents not reported to the police are not included in the costing. While very few, if any, fatal accidents do not become known to police, it has long been known that a considerable proportion of non-injury accidents are not reported.

The article entitled 'Survey data on road accidents' in Reported Road Casualties in Great Britain 2010 presents broad estimates of the total road casualties including those not reported to police, using survey data. The current best estimate based on the data available is that there are around 730 thousand road casualties in Great Britain each year, 80 thousand of which are seriously injured, with the remainder slightly injured (please see the survey article² for further details of how these figures have been produced and their limitations).

Based on the above estimates, the numbers of unreported serious and slightly injured casualties were around 57 thousand and 466 thousand respectively. Using these numbers to reach an estimate of accidents suggests around 52 thousand serious and 313 thousand slight accidents do not appear in the police data.

Taking the unreported accidents into consideration, assuming a similar average cost per accident for reported and unreported accidents, would increase the total value of prevention of road accidents to around £32 billion. However, it is also known that within each severity category, the more serious accidents are more likely to be reported. Therefore the average cost of unreported accidents is likely to be a little lower, and the figure of £32 billion should be treated as an upper bound.

The above figures should be considered as a broad illustrative figure, which relies on a number of assumptions. Although subject to a large degree of uncertainty, this provides an indication of the extent to which the current valuation understates the annual cost of road accidents due to under-reporting.

² A copy of Survey data on road accidents can be found using the following link:
<http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010/rrcgb2010-05.pdf>

Background notes

Detailed statistics on “Survey data on road accidents” can be found on Reported Road Casualties in Great Britain- 2010 Annual Report web page at:
<http://assets.dft.gov.uk/statistics/tables/ras60001.xls>

Table number RAS60001.

1. Further information about the Reported Road Casualties Great Britain Annual Report can be found at:
<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010>
2. Notes & Definitions used in STATS19 can be found at:
<http://assets.dft.gov.uk/statistics/releases/reported-road-casualties-gb-main-results-2010/reported-road-casualties-gb-main-results-2010-definitions.pdf>
3. The methodology used to value the cost of casualties was described in an article in Road Accidents Great Britain 1994 (Kate McMahon, Road Safety Division, Department for Transport). For a copy the article, please contact roadacc.stats@dft.gsi.gov.uk
4. More detailed information on the method used to derive the values of preventing road accidents and casualties, together with guidance on how to apply them can be found in Transport Analysis Guidance Unit 3.4.1, The Accident Sub-Objective, which is available at:
<http://www.dft.gov.uk/webtag/documents/expert/unit3.4.1.php>
5. In the event that additional information is required, please contact a member of the Transport Appraisal and Strategic Modelling division by e-mail at:
TASM@dft.gsi.gov.uk



Reported Road Casualties in Great Britain: 2010 Annual Report

Drinking and Driving

This article presents statistics, and an analysis of, reported drinking and driving accidents and the casualties involved.

Summary

- It is estimated that in 2010, 9,700 reported casualties (5 per cent of all road casualties) occurred when someone was driving whilst over the legal alcohol limit.
- The provisional number of people estimated to have been killed in drink drive accidents was 250 in 2010 (14 per cent of all road fatalities), a decrease of 130 fatalities (35 per cent) compared to final 2009 estimates.
- The provisional number of KSI (killed or seriously injured) casualties in 2010 was 1,480, 21 per cent below final 2009 estimates.
- Provisional figures for the number of slight casualties in 2010 fell 19 per cent since 2009, from 10,150 to 8,220.

Analysis of reported drink drive data

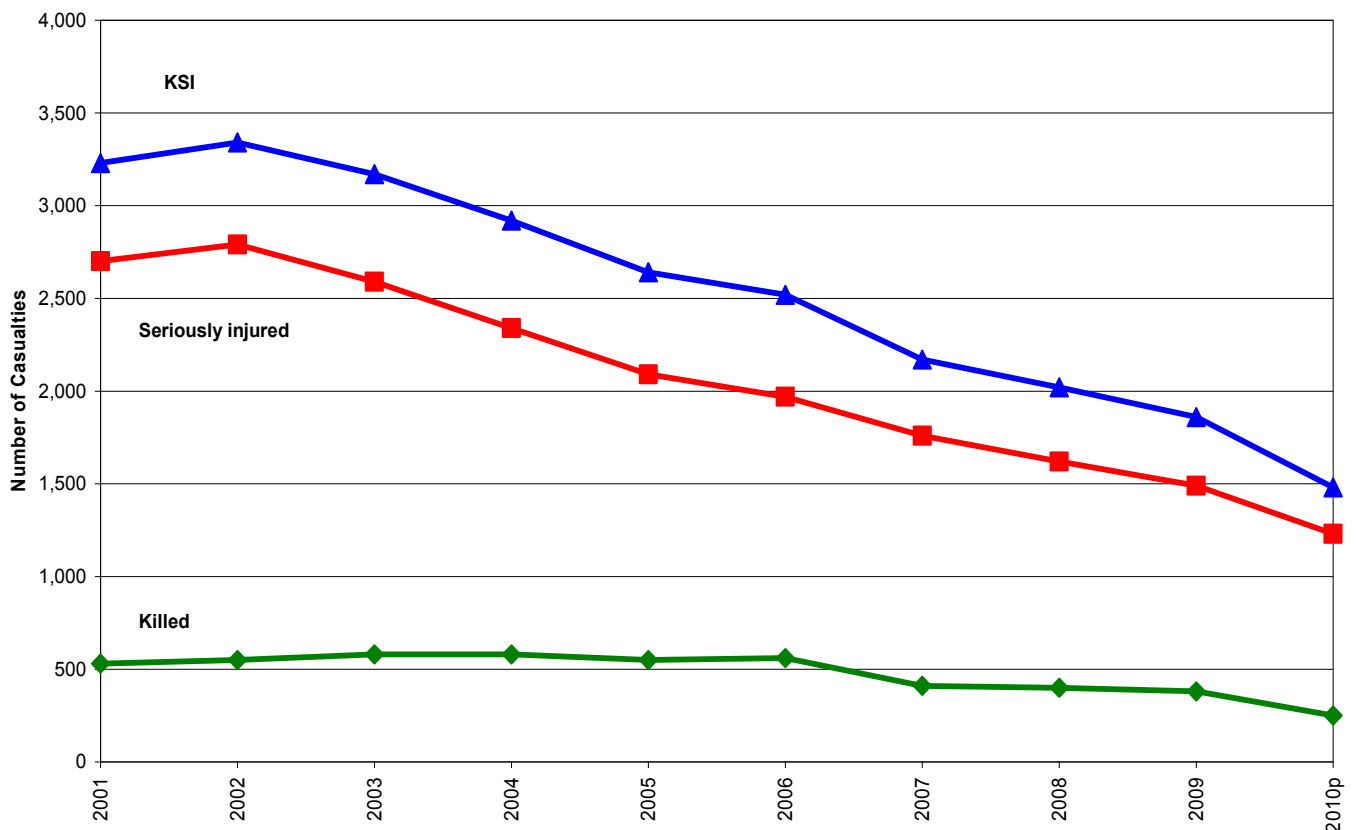
- Provisional figures show that in 2010 there were 6,630 reported personal injury road accidents involving at least one driver/rider over the legal alcohol limit, of which 230 were fatal accidents. This represents an 18 per cent decrease in all drink drive accidents and a 34 per cent decrease in fatal accidents since 2009. Serious accidents fell to a low of 990, whilst slight accidents fell to 5,420.
- In 2010, there were 9,700 casualties resulting from drink drive accidents, a 19 per cent decrease since 2009.
- The provisional number of fatalities fell to 250 in 2010, a decrease of 35 per cent from 2009 the largest year on year decrease reported since 1979. The number of drink drive fatalities accounts for 14 per cent of all road accident fatalities.
- The number of seriously injured drink drive casualties has been declining gradually since 2002. The provisional figure of 1,230 in 2010 is the lowest since the series began, and represents an 18 per cent decrease from 2009 see Table/Chart RAS51001, below.
- Slight casualties fell 19 per cent from 2009, from 10,150 to 8,220 in 2010.

Table RAS51001: Estimated number of reported drink drive accidents and casualties: GB 2001 - 2010

Year	Number							
	Accidents				Casualties			
	Fatal	Serious	Slight	Total	Killed	Serious	Slight	Total
2001	470	2,020	9,780	12,270	530	2,700	15,550	18,780
2002	480	2,050	10,620	13,150	550	2,790	16,760	20,100
2003	500	1,970	9,930	12,400	580	2,590	15,820	18,990
2004	520	1,790	8,900	11,210	580	2,340	14,060	16,980
2005	470	1,540	8,060	10,070	550	2,090	12,760	15,400
2006	490	1,480	7,430	9,400	560	1,970	11,840	14,370
2007	370	1,400	7,520	9,280	410	1,760	11,850	14,020
2008	350	1,280	6,980	8,620	400	1,620	10,960	12,990
2009	340	1,180	6,530	8,050	380	1,490	10,150	12,030
2010 ^P	230	990	5,420	6,630	250	1,230	8,220	9,700

^P Provisional data

Chart RAS51001: Estimated number of killed or seriously injured reported drink drive casualties: GB 2001- 2010p



P - Provisional data

Characteristics of reported drink drive casualties

Women are much less likely to be involved in a drink drive accident, as drivers, than men. Table RAS51005, below, shows that nearly a third of the total casualties in drink drive accidents were women.

It is estimated that in 2010 there were around 410 pedestrian casualties and 90 pedal cyclist casualties in accidents with a driver over the legal alcohol limit.

Table RAS51005: Estimated number of drink drive casualties by casualty type: GB 2010

<u>Killed or seriously injured casualties</u>										
	Pedestrians	Cyclists	Motor- cyclists	Car drivers		Car passenger	Other	Male	Female	Total
0-15	20	0	0	0	0	30	0	40	20	60
16-24	30	0	80	280	20	280	20	550	170	720
25-59	50	10	150	420	100	190	40	770	200	960
60+	20	0	10	20	30	20	0	80	40	120
All ages ¹	120	20	240	730	160	540	60	1,440	440	1,870
<u>Total Casualties</u>										
0-15	60	20	0	0	0	330	10	210	210	420
16-24	110	20	230	1,720	370	1,820	110	3,120	1,260	4,380
25-59	190	40	370	2,670	1,520	1,330	310	4,450	1,970	6,420
60+	40	20	20	160	210	150	30	380	250	630
All ages ¹	410	90	640	4,560	2,100	3,760	460	8,280	3,750	12,030

¹ Includes age not recorded.

Detailed analysis of drink drive accidents and casualties is limited to 2009 as finalised Coroners' data are available for analysis around eighteen months in arrears.

Table RAS51006, below, shows the percentage of driver and rider fatalities (by age group) in reported accidents who were over the legal alcohol limit between 2000 to 2010. In the early 1980s, a third of drivers and riders killed were over the limit but since then, the proportion has fallen to around a fifth.

Table RAS51006: Drivers and riders killed in reported accidents: percentage over the legal blood alcohol limit: GB 2000 – 2010

Year/ Age	Percentage										
	Motorcycle riders					Cars and other motor vehicles					All
	16-19	20-29	30-39	40+	Total	16-19	20-29	30-39	40+	Total	
2001	11	14	12	1	10	18	35	25	14	22	18
2002	27	15	10	2	11	18	31	37	14	23	19
2003	10	20	12	8	13	18	33	28	12	22	19
2004	19	19	13	10	14	26	31	32	16	25	21
2005	26	11	13	11	13	25	33	33	13	24	20
2006	8	18	12	9	13	25	36	31	17	26	22
2007	18	17	7	8	11	18	31	31	13	22	18
2008	9	9	12	7	9	23	36	35	13	24	19
2009	7	17	5	12	11	25	39	33	13	25	20
2010 ^P	19 ⁽¹⁾		5 ⁽²⁾		9	22	32	38	10	22	18

Source: Coroners and Procurators Fiscal only

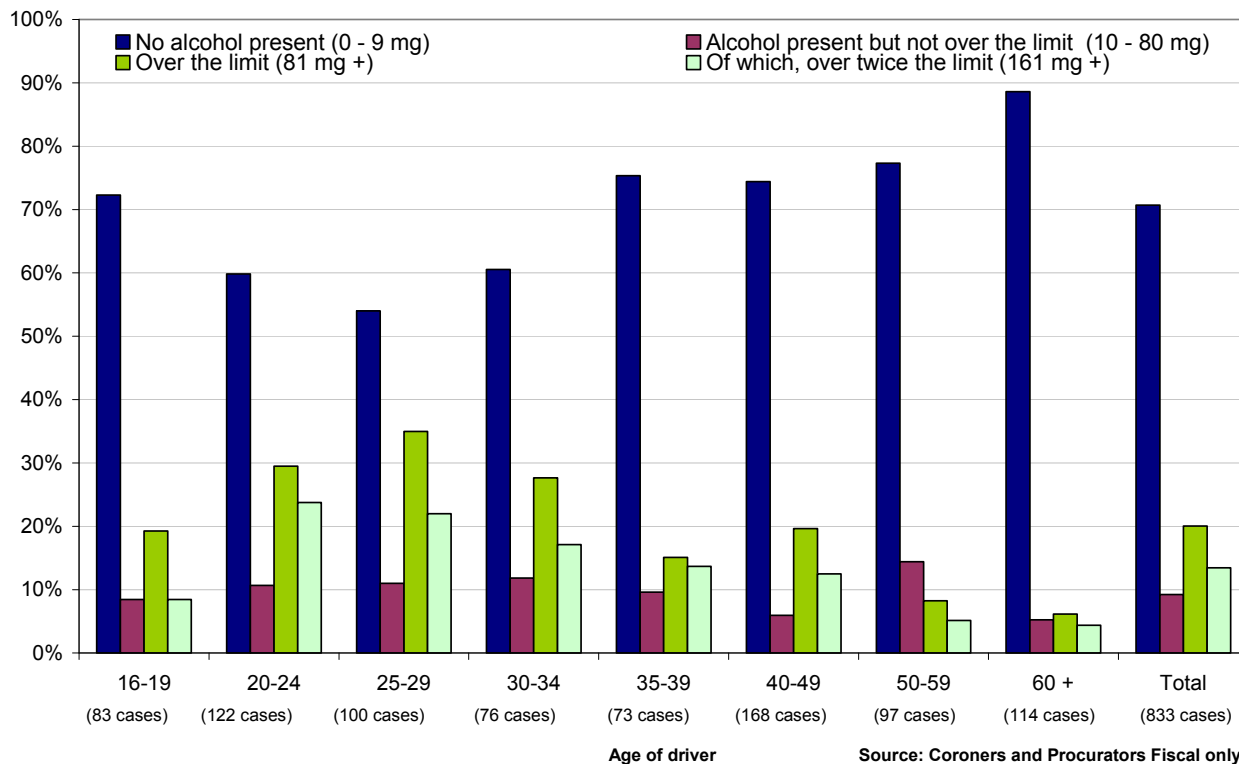
P - Provisional data. The sample size for 2010 is not yet sufficient to give a full age breakdown.

1 Age 16-29

2 Age 30+

Provisional figures for 2010 indicate that the percentage of car and other motor vehicle driver fatalities who were over the limit for all age groups remained the same since 2009, whilst motorcycle riders showed an overall increase, returning to levels seen in previous years. The chart below (RAS51007) shows the percentage of killed drivers/riders within each blood alcohol content (BAC) category, by age. The definition of “No alcohol present” to 0 - 9mg of alcohol per 100ml of blood is to take into account levels of alcohol which may be naturally present in the body or which are present due to the consumption of medication or household products such as mouthwash.

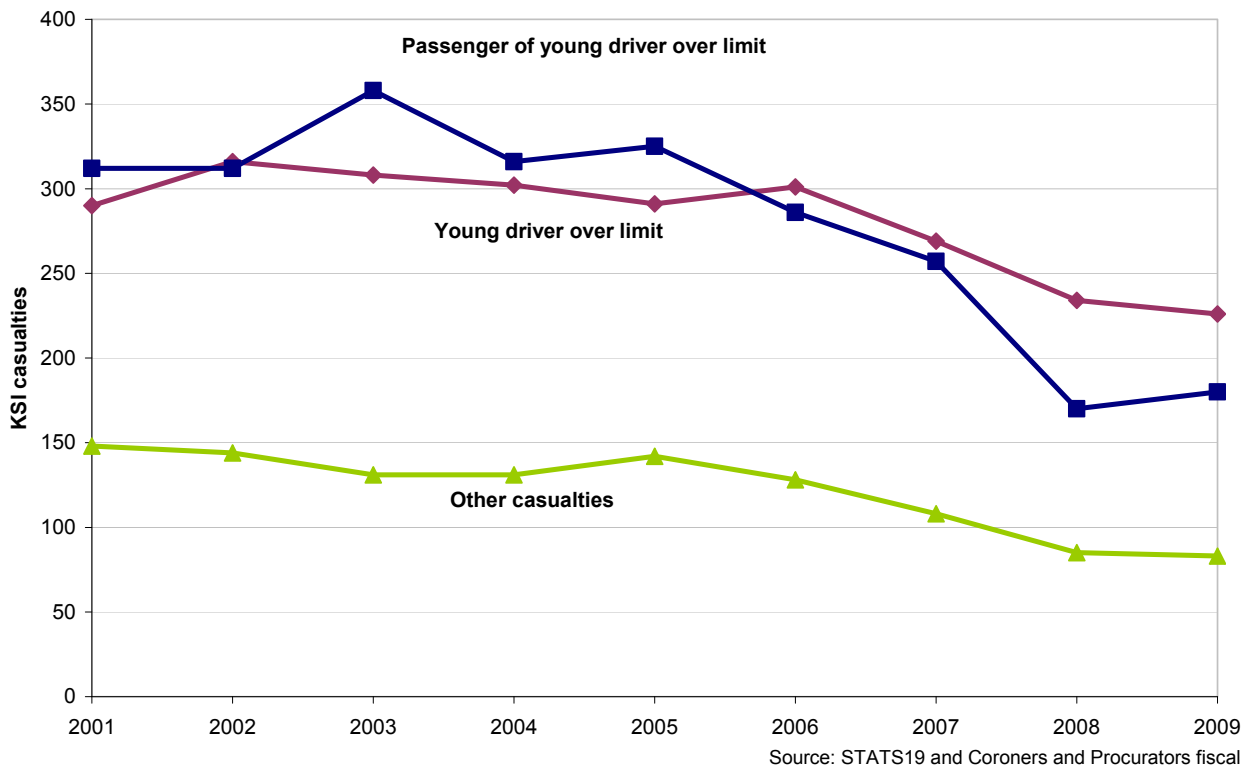
Chart RAS51007: Proportion of all killed drivers/riders resulting from reported accidents in each BAC category, by age: GB 2009



- People aged 60 years or over had the highest proportion of killed drivers/riders with no alcohol present in their blood (89 per cent).
- Conversely, 25-29 year olds had the lowest proportion of killed drivers with no alcohol present (54 per cent) and the highest proportion of killed drivers/riders over the legal alcohol limit.
- Those aged between 20 - 24 had the second highest proportion of all killed drivers who were over the legal alcohol limit (30 per cent) and the highest proportion for blood levels over twice the legal alcohol limit, followed by those aged 25 -29.

Chart RAS51008, below, shows the number of reported killed or seriously injured (KSI) casualties resulting from personal injury road accidents where a young driver/rider (17- 24 years old) was over the legal alcohol limit. These figures are based solely on data from reported road accidents and differ from figures in Table RAS51005 which are based on estimates.

Chart RAS51008: Killed and seriously injured casualties in reported accidents involving young drivers (17-24 years old) over the legal alcohol limit: GB 2001-2009



- Between 2001 and 2009, the number of KSI passengers of young drivers over the legal alcohol limit was at its highest in 2003 (358), but by 2008 had fallen by more than half to 170. Between 2008 and 2009, the figures increased by 6 per cent compared with a fall of 10 per cent for KSI passengers of all young drivers.
- The numbers of other drink drive casualties (pedestrians and other drivers, either over the age of 24 or not over the legal alcohol limit) declined to 83 in 2009, a 2 per cent decline compared to 2008.

Table RAS51009, shown below, is based on 2009 Coroners' and Procurators' Fiscal data using a sample which accounts for about two thirds of all reported fatalities in that year. It shows the percentage of fatalities exceeding varying levels of blood alcohol for different classes of road user. For example for motorcycles, 21 per cent of riders killed had over 9mg of alcohol per 100ml of blood, whilst 11 per cent had over 80mg/100ml (i.e. over the drink drive limit). Only 3 per cent of motorcycle riders killed had over 200mg/100ml.

The pedestrian, passenger and cyclist fatalities shown in the table were not necessarily involved in "drink drive" accidents (accidents involving a motor vehicle driver or rider who was over the legal alcohol limit). Also, blood alcohol levels were available for 66 per cent of motorcycle riders but for only 42 per cent of pedestrian fatalities. The figures may therefore overestimate the proportion of pedestrian fatalities which are over the legal limit since a pedestrian fatality is more likely to be tested if there is a suspicion of alcohol use.

In 2009,

- The proportion of motorcycle riders killed when over the legal limit (11 per cent) was just under half the rate for other drivers (25 per cent).
- Over one in four car drivers killed were over the legal limit for driving a motor vehicle.

Table RAS51009: Blood alcohol levels of reported fatalities aged 16 and over: GB 2009

	Cumulative percentage over blood alcohol levels (mg/100ml)						Percentage over 80mg/100ml time of accident		
	Below limit		Above limit				Sample size	22:00-03:59	04:00-21:59
	9	50	80	100	150	200			
Motorcycle riders	21	13	11	10	8	3	312	43	8
Car drivers	35	28	27	26	20	10	485	56	17
Other vehicle drivers/riders	21	8	8	8	8	8	38	40	3
Passengers	39	31	28	23	15	7	150	39	20
Pedestrians	41	38	38	37	33	22	209	64	27
Cyclists	20	12	7	7	5	5	41	0	8

Source: Coroners and Procurators Fiscal only

Table RAS51009 also shows fatalities by time of day:

- Over half of car drivers killed between 10 pm and 4 am were over the limit.
- Over two thirds of pedestrians killed between 10 pm and 4 am were over the legal limit for drivers.

Characteristics of reported drink drive accidents

Table RAS51010, below, shows that in both 1999 and 2009 of all car drivers, those aged under thirty had the most drink drive accidents. Young car drivers (aged 17-24) had more drink drive accidents per 100 thousand licence holders and per billion miles driven than any other age group. Car drivers aged 60 years old and over had the least. In all age groups, there was a reduction from 1999-2009 in both the numbers and rates of drink drive accidents.

Table RAS51010: Estimated number of car drivers in drink drive road injury accidents: accidents per licence holder and per mile driven, GB 1999 and 2009

	Number					
	Car driver drink drive accidents		Drink drive accidents per 100 thousand licence holders		Drink drive accidents per billion miles driven	
	1999	2009	1999 ¹	2009	1999 ¹	2009
Under 17	70	20	..	..	..	..
17 - 19 ²	1,020	720	71	45	281	166
20 - 24	2,010	1,660	72	53	139	116
25 - 29	1,680	1,260	46	38	68	64
30 - 34	1,370	790	34	25	47	37
35 - 39	1,090	740	32	20	36	25
40 - 49	1,310	1,090	20	14	23	17
50 - 59	700	520	13	8	16	10
60 or over	350	310	6	3	12	7
All ages ³	9,770	7,220	28	19	42	29

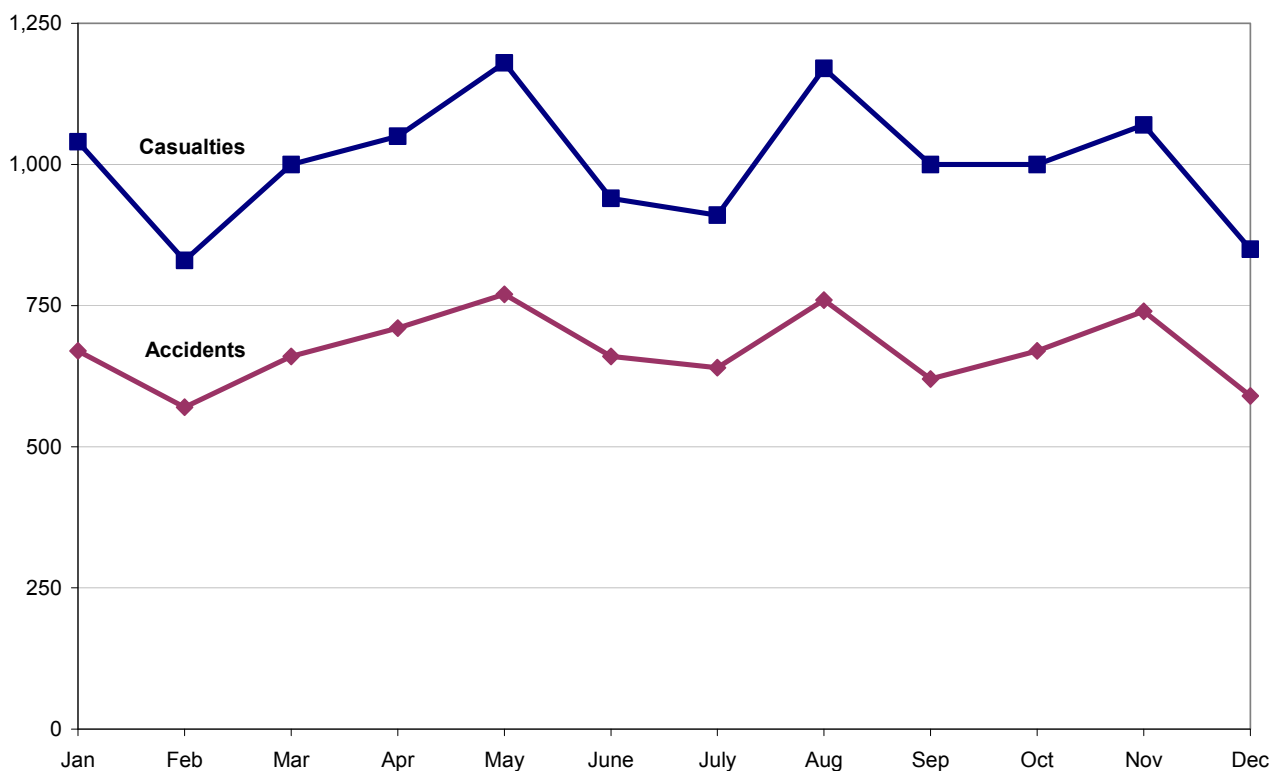
1 Based on NTS 1998-2000 average Source: National Travel Survey, STATS19

2 Figures based on a small NTS sample.

3 Includes age not known.

Drinking and driving is a year-round problem. Although the exact pattern varies year on year, the first few months of the year generally have lower numbers of drink drive accidents and casualties than other months of the year. However in 2009, there were peaks in both the number of accidents and casualties in both May and August (Chart RAS51011, below). This differs from the overall pattern of accidents and casualties which tend to increase steadily throughout the year, and drop slightly between December to February.

Chart RAS51011: Estimated number of reported drink drive accidents and casualties, by month: GB 2009



In 2009, 63 per cent of all drink drive accidents occurred on a Friday, Saturday or Sunday, with nearly half of these occurring during the hours of 9pm to 3am. Chart RAS51012, below, shows the proportion of drink drive accidents by time of day in 1999 and 2009. In 2009 43 per cent of drink drive accidents occurred between 5pm and midnight compared to 52 per cent in 1999.

Chart RAS51012: Reported drink drive accidents, by time of day: GB 1999 & 2009

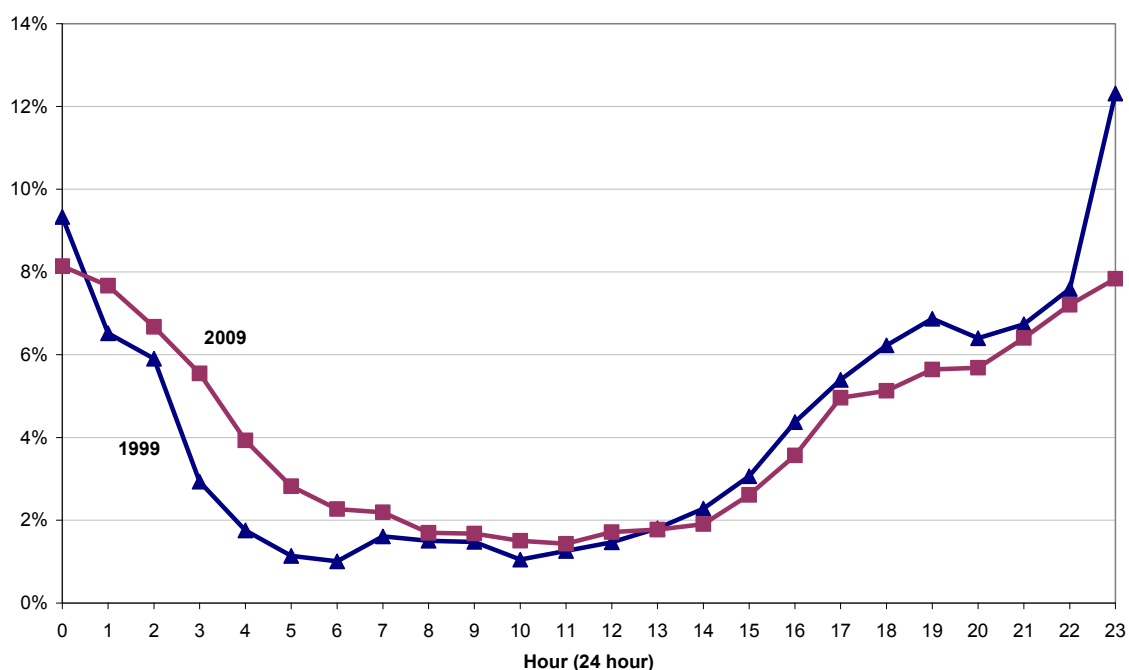


Table RAS51013, below, shows that in 2009:

- 44 per cent of reported drink drive accidents were single vehicle accidents involving no pedestrians. In these accidents there was therefore only one driver/rider over the legal alcohol limit.
- Forty one per cent of all drink drive accidents involved two vehicles.
- Whilst 13 per cent of all drink drive accidents involved three or more vehicles.

Table RAS51013: Reported drink drive accidents by pedestrian involvement: GB 2009

Pedestrians involved	Number of vehicles involved			Number
	1	2	3 or more	Total
No	187	2,126	686	4,999
Yes	199	36	11	246
Total	2,386	2,162	697	5,245

Breath testing

Breath testing rates at reported personal injury road accidents remained at 54 per cent in 2010. The proportion of drivers and riders failing breath tests has fallen over the last few years to 3 per cent in 2010. The number of drivers and riders failing a breath test as a proportion of all involved in accidents has been close to 2 per cent over the past ten years however in 2010, this fell to 1.6 per cent (Table RAS51014, below).

Table RAS51014: Drivers and riders in reported injury road accidents: breath tests and failures: GB 2001 – 2010

	Number/Percentage									
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
a. Total involved	399,883	390,273	374,098	362,303	348,773	331,120	318,009	294,442	280,786	263,284
b. Total tests requested	201,722	196,232	187,276	183,972	183,219	179,270	179,558	162,969	151,918	141,240
c. Total failed	8,096	8,104	8,150	7,427	7,115	6,594	6,278	5,520	5,125	4,287
Testing rate (b/a x 100)	50	50	50	51	53	54	56	55	54	54
Test failure rate (c/b x 100)	4.0	4.1	4.4	4.0	3.9	3.7	3.5	3.4	3.4	3.0
Total failure rate (c/a x 100)	2.0	2.1	2.2	2.0	2.0	2.0	2.0	1.9	1.8	1.6

Source: STATS19

Overall, 2.4 per cent of men involved in an accident failed a breath test, well over twice the rate for women (1.1 per cent) and for both groups the percentage failing a breath test generally declines amongst older age groups (Table RAS51015, below). In general, men are slightly more likely to be tested after being involved in an accident than women.

Table RAS51015: Car drivers in reported personal injury road accidents: breath tests and failures: GB 2010

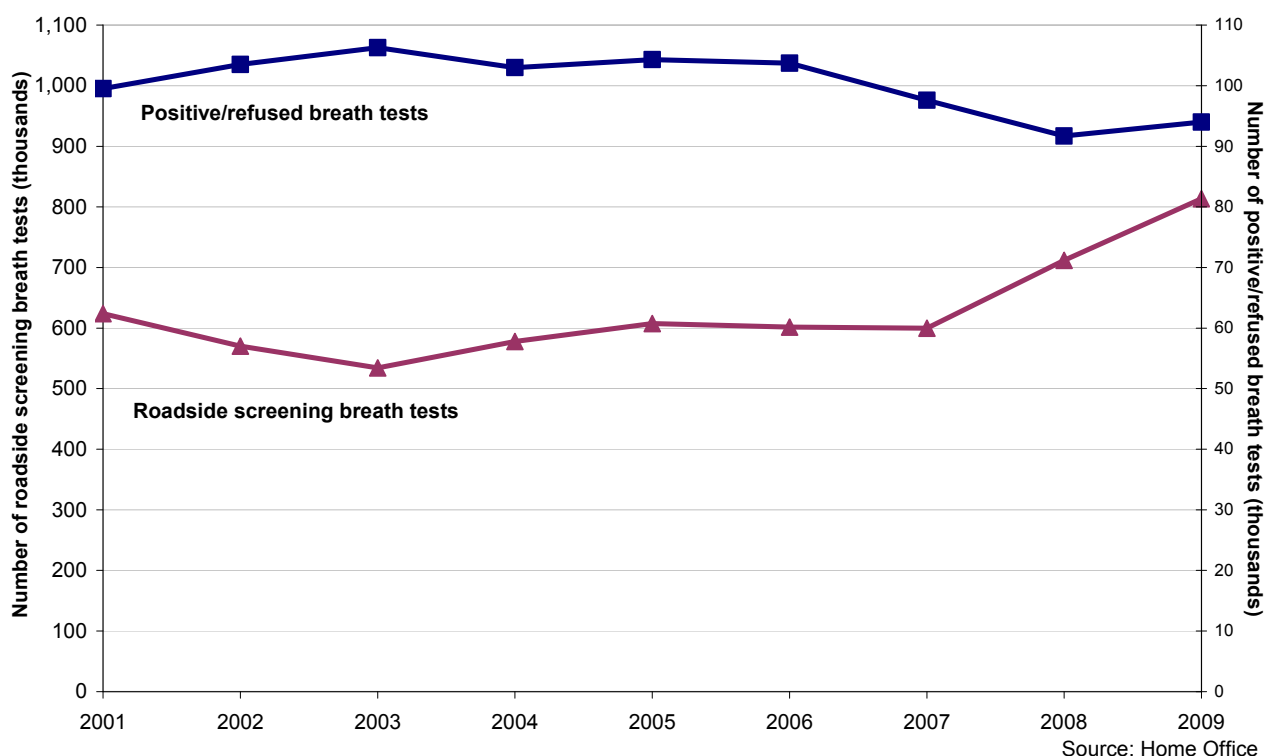
	Number/percentage									
	Men					Women				
	a: Involved in accident	b: Tested	c: Failed	b as % of a	c as % of a	a: Involved in accident	b: Tested	c: Failed	b as % of a	c as % of a
<17	96	56	6	58	6.3	20	11	1	55	5.0
17 - 19	8,533	5,990	253	70	3.0	5,240	3,403	71	65	1.4
20 - 24	15,143	9,974	720	66	4.8	10,295	6,177	166	60	1.6
25 - 29	13,346	8,500	515	64	3.9	8,893	5,199	135	58	1.5
30 - 34	12,431	7,391	356	59	2.9	7,949	4,291	105	54	1.3
35 - 39	11,777	7,246	292	62	2.5	7,651	4,225	91	55	1.2
40 - 49	22,439	13,760	437	61	1.9	14,879	8,499	157	57	1.1
50 - 59	15,250	9,560	221	63	1.4	8,801	5,180	80	59	0.9
60 - 69	9,315	5,809	112	62	1.2	4,460	2,618	29	59	0.7
70 - 99	7,466	4,615	43	62	0.6	2,982	1,679	7	56	0.2
All ages ¹	124,958	73,784	2,992	59	2.4	74,587	41,642	853	56	1.1

¹ Includes age not known

Source: STATS19

Chart RAS51016, below, shows the number of roadside screening breath tests required by the police. The number of tests fell from 715 thousand in 2000 to 534 thousand in 2003 then increased to 813 thousand in 2009. This increase coincides with the introduction of roadside digital breath screening equipment to police in April 2008, which may have streamlined breath test procedures for many forces. Despite rising to a peak of 20 per cent in 2003, the proportion of failed breath tests has since fallen to 12 per cent in 2009. Of all recorded roadside breath tests, just under a fifth (17 per cent) were as a result of a reported personal injury road accident.

Chart RAS51016: Reported roadside screening breath tests and breath test failures, England and Wales 2001-2009



Analysis of reported roadside breath alcohol screening tests¹

The following section presents statistics, and an analysis of, the results of roadside breath alcohol screening tests, administered by police forces in 2010, using recently introduced digital breath testing devices. All analysis in this section is based on data thus far supplied to the Department for Transport by 40 (out of 43) police forces in England and Wales, each of whom have supplied at least one month of data relating to 2010 (around 648 thousand tests in total). The data for 2010 are not complete, do not cover England and Wales as a whole and relate to drivers of road vehicles only however they are suitable for examining proportions and distributions within the data.

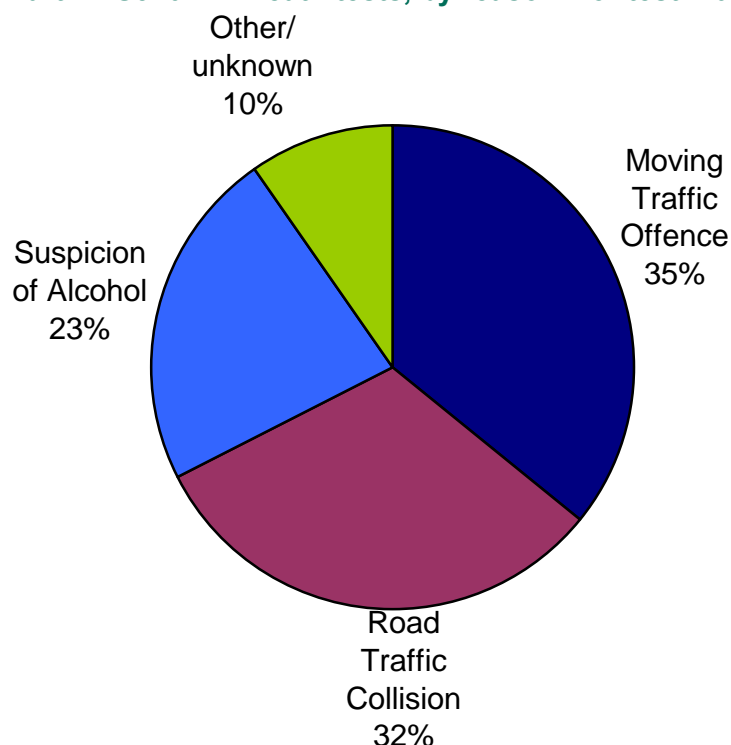
Results of breath alcohol screening tests can only be regarded as indicative of the level of alcohol present in a sample of breath and are not used to determine whether a driver was above or below the legal limit to drive.

Reason and results of breath tests

In 2010, the most common reason for the police requiring a driver to undergo a breath alcohol screening test was following a moving traffic offence (35 per cent). A road traffic collision, including damage only incidents, was the second most common reason (32 per cent of cases) and just under a quarter (23 per cent) of tests were because the driver was suspected of consuming alcohol, see RAS51017, below.

¹ The figures in this section are outside the scope of National Statistics and unlike other data presented in this article, are not exclusively collected following a personal injury road accident.

Chart RAS51017: Breath tests, by reason² for test: 2010



The majority of people screened for alcohol at the roadside (90 per cent) were indicated to be within the legal breath alcohol limit for driving (up to and including 35 micrograms (mcg) of alcohol per 100 millilitres (ml) of breath), although this proportion varied with the reason the test was required.

Following a road traffic collision, 93 per cent of people were under the legal alcohol limit, however in cases of suspected alcohol consumption, only 83 per cent of people tested were within the legal limit, see Table RAS51017, below.

Table RAS51017: Screening test results, by reason for test: 2010

Reason for test							Per cent	
	0 - 4 mcg	5 - 20 mcg	21 - 35 mcg	36 - 50 mcg	51 - 80 mcg	81 mcg +	Under the limit	Over the limit
Moving Traffic Offence	84	7	3	2	3	2	93	7
Road Traffic Collision	89	2	2	1	3	3	93	7
Suspicion of Alcohol	62	13	7	5	7	5	83	17
Other/ unknown	79	4	4	4	5	3	88	12
All	80	7	4	3	4	3	90	10

² It is the case that multiple reasons can occur at the same incident e.g. a moving traffic offence and a suspicion of alcohol frequently occur together. The devices do not allow an officer to record multiple reasons for the test and it is at the discretion of the reporting police officer what reason is recorded for the test being required. Care should therefore be taken when comparing the reasons for carrying out breath alcohol screening tests.

Table RAS51018: Results of screening breath tests following a road traffic collision: 2010

Number

		Negative			Positive				
		0 - 4 mcg	5 - 20 mcg	21 - 35 mcg	36 - 50 mcg	51 - 80 mcg	81 mcg and over	Under the limit	Over the limit
16-19	Male	10,745	350	269	251	515	241	11,364	1,007
	Female	4,250	69	47	48	103	48	4,366	199
20-24	Male	17,601	783	561	567	1,149	777	18,945	2,493
	Female	7,286	141	97	111	215	169	7,524	495
25-29	Male	13,625	502	319	336	688	614	14,446	1,638
	Female	5,577	88	54	69	125	164	5,719	358
30-39	Male	26,422	853	600	512	994	1,031	27,875	2,537
	Female	9,491	139	106	104	207	317	9,736	628
40-49	Male	24,134	622	394	321	601	702	25,150	1,624
	Female	9,028	131	86	83	163	320	9,245	566
50-59	Male	15,228	401	213	182	358	385	15,842	925
	Female	5,322	67	24	40	81	131	5,413	252
60-69	Male	8,627	204	110	89	176	145	8,941	410
	Female	2,718	33	19	7	36	28	2,770	71
70+	Male	5,335	158	87	42	61	38	5,580	141
	Female	1,623	20	4	6	6	10	1,647	22
All	Male	121,717	3,873	2,553	2,300	4,542	3,933	128,143	10,775
	Female	45,295	688	437	468	936	1,187	46,420	2,591
Total		167,012	4,561	2,990	2,768	5,478	5,120	174,563	13,366

Table RAS51018 shows the results of screening tests following a road traffic collision (RTC), broken down by the gender and age of the driver tested. Following an RTC in 2010, a higher proportion of men compared to women were indicated to be over the legal limit.

Proportionally, males aged 20 -29 years were the most likely to fail a test (between 10 – 12 percent). This is around twice the proportion of women of this age who failed their test. The proportion of failed tests following a road traffic collision declined amongst older age groups as was the case with personal injury road accidents.

The number of convictions (findings of guilt at courts for driving after consuming alcohol or taking drugs) fell from approximately 80,900 in 2008 to 75,400 in 2009 (see report released by Ministry of Justice at <http://www.justice.gov.uk/publications/statistics-and-data/criminal-justice/criminal-annual.htm>).

Detailed statistics (tables and charts) on “Drinking and driving” can be found on Reported road casualties Great Britain – 2010 annual report web page at: http://www.dft.gov.uk/statistics?post_type=table&series=road-accidents-and-safety-series

Table numbers RAS51001-RAS51019.

Background notes

1. Drink drive limits and definitions

For the purposes of these drink drive statistics, a drink drive accident is defined as being an incident on a public road in which someone is killed or injured and where one or more of the motor vehicle drivers or riders involved either refused to give a breath test specimen when requested to do so by the police (other than when incapable of doing so for medical reasons), or one of the following:

- i) failed a roadside breath test by registering over 35 micrograms of alcohol per 100 millilitres of breath
- ii) died and was subsequently found to have more than 80 milligrams of alcohol per 100 millilitres of blood.

Drink drive casualties are defined as all road users killed or injured in a drink drive accident.

2. Data sources

Two sources of data are used to assess the extent of drink drive accidents in Great Britain. These are:

- (i) **Coroners' data:** Information about the level of alcohol in the blood of road accident fatalities aged 16 or over who die within 12 hours of a road accident is provided by Coroners in England and Wales and by Procurators Fiscal in Scotland.
- (ii) **STATS19 breath test data:** The personal injury road accident reporting system (STATS19) provides data on injury accidents in which the driver or rider survived and was also breath tested at the roadside. If the driver or rider refused to provide a breath test specimen, then they are considered to have failed the test unless they are deemed unable to take the test for medical reasons.

A note on the methodology used to produce these estimates can be found at: <http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-drink-drive-estimates-2010/methodology-notes-drink-drive.pdf>

3. Digital breath screening data sources

From April 2008 onwards, police forces across England and Wales progressively began using new digital recording equipment in place of traditional breath testing screening devices. Unlike previous devices, the new equipment is able to record and report the specific quantity of any alcohol present in a persons system at the roadside, the reason for the test the age and gender of the person being tested and the date and time it was carried out.

A breath alcohol screening test can be required when a driver involved in a collision, is suspected of driving with alcohol in the body or following the commission of a moving traffic offence. Results of breath alcohol screening tests can only be regarded as indicative of the level of alcohol present in a sample of breath and are not used to determine whether a driver

was above or below the legal limit to drive.

It remains the case that it is only at a police station or hospital that a specimen(s) can be obtained to determine a person's actual alcohol concentration. A person's breath alcohol content (BrAC) can be measured, using evidential devices, which are calibrated before and after the test and which ensure that: a sample of breath is not been affected by mouth alcohol or other interfering substances or that blood or urine specimens may be taken for subsequent laboratory analysis. Roadside breath testing devices have more limited ability and are calibrated monthly and so consequently, the breath alcohol reading obtained through a screening at the roadside can only ever be regarded as indicative. Care should therefore be taken when examining the figures produced.

4. Strengths and weaknesses of the data

The sample of fatality data from Coroners for 2009 has now been finalised but 2010 estimates are based on a reduced sample of coroners' returns and may be biased. They remain provisional until more complete information for 2010 is available.

Comparisons of road accident reports with death registrations show that very few, if any; road accident fatalities are not reported to the police. However, it has long been known that a considerable proportion of non-fatal casualties are not known to the police. The data used as the basis for these statistics are therefore not a complete record of all personal injury road accidents, and this should be borne in mind when using and analysing the figures.

The Department has produced an estimate of the total number of road casualties in Great Britain each year derived primarily from National Travel Survey (NTS) data. The latest estimate and a discussion of how it has been derived, and its limitations can be found through the RRCGB 2010 release page.

Further information about the Reported Road Casualties Great Britain Annual Report can be found at: <http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010>

Notes & Definitions used in STATS19 can be found at: <http://assets.dft.gov.uk/statistics/releases/reported-road-casualties-gb-main-results-2010/reported-road-casualties-gb-main-results-2010-definitions.pdf>



Reported Road Casualties in Great Britain: 2010 Annual Report

Contributory factors to reported road accidents

Summary

This article describes the scope and limitations of the information on contributory factors collected as part of the national road accident reporting system, and presents results from the sixth year of collection.

- *Failed to look properly* was again the most frequently reported contributory factor and was reported in 40 per cent of all accidents reported to the police in 2010. Four of the five most frequently reported contributory factors involved *driver or rider error or reaction*. For fatal accidents the most frequently reported contributory factor was *loss of control*, which was involved in 34 per cent of fatal accidents.
- *Pedestrian failed to look properly* was reported in 60 per cent of accidents in which a pedestrian was injured or killed, and *pedestrian careless, reckless or in a hurry* was reported in 25 per cent of accidents.
- *Exceeding the speed limit* was reported as a factor in 5 per cent of accidents, but these accidents involved 14 per cent of fatalities. At least one of *exceeding the speed limit* and *travelling too fast for the conditions* was reported in 12 per cent of all accidents and these accidents accounted for 24 per cent of all fatalities.

Introduction

From 2005 all police forces in Great Britain have been reporting contributory factors as an integral part of the STATS19 collection system. The contributory factors system has been developed to provide some insight into why and how road accidents occur. Contributory factors are designed to give the key actions and failures that led directly to the actual impact to aid investigation of how accidents might be prevented. The factors are largely subjective, reflecting the opinion of the reporting police officer, and are not necessarily the result of extensive investigation. Some factors are less likely to be recorded since evidence may not be available after the event. While this information is valuable in helping to identify ways of improving safety, care should be taken in its interpretation.

This article presents general analysis from accidents reported to the police in 2010 and explains the scope of the system, along with the limitations of its use.

Contributory factor system

The contributory factor system allows the recording of up to six factors in injury road accidents where the police attended the scene. Multiple factors may be recorded against an individual participant in the accident. These participants include a vehicle, a casualty or an uninjured pedestrian. Factors relating to a driver/rider should be assigned to their vehicle. Any given factor may be assigned to a number of participants. Both accidents and vehicles can have more than one contributory factor attributed to them, therefore percentages in this article will not necessarily add up to 100.

The form used by the police to report contributory factors includes a list of 77 contributory factors. These 77 factors fall into nine categories and these are: *Road environment contributed*, *Vehicle defects*, *Injudicious action*, *Driver/rider error or reaction*, *Impairment or distraction*, *Behaviour or inexperience*, *Vision affected by external factors*, *Pedestrian only factors (casualty or uninjured)* and *Special codes*. A copy of the form can be found using the following link:

<http://assets.dft.gov.uk/statistics/series/road-accidents-and-safety/stats19-road-accident-injury-statistics-report-form.pdf>

The contributory factors are largely subjective and depend on the skill and experience of the investigating officer to reconstruct the events which directly led to the accident. They reflect the attending officer's opinion at the time of reporting and are not necessarily the result of extensive investigation. Furthermore, it is recognised that subsequent enquiries could lead to the reporting officer changing his/her opinion. The contributory factors are therefore different in nature from the remainder of the STATS19 data which is based on the reporting of factual information. This should be kept in mind when interpreting the data.

It is important to note that it may be difficult for a police officer, attending the scene after an accident has occurred, to identify certain factors that may have contributed to a cause of an accident. In addition, contributory factors are disclosable in court and police officers would require some supporting evidence before reporting certain factors. As a result some contributory factors may be less likely to be reported. Research¹ comparing this data to the 'On the Spot' (OTS) study found that in general fewer factors were reported per accident by the police in STATS19 than in the more in-depth investigations carried out in the OTS study. In particular the police appeared to be less likely to report factors that appeared to allocate blame for an accident, such as those relating to *injudicious action*. The factor *careless, reckless or in a hurry* stood out as being reported considerably more often in the OTS study than in STATS19.

It is also important to note that not all accidents are included in the following analysis of the contributory factor data. Only accidents where the police attended the scene and reported at least one contributory factor are included. Seventy eight per cent of accidents reported to the police in 2010 meet these criteria to be included. Further details of the accidents included in this analysis can be found in the Annex.

¹ Linking Accidents in National Statistics to In-Depth Accident Data

http://www.trl.co.uk/online_store/reports_publications/trl_reports/cat_road_user_safety/report_linking_accidents_in_national_statistics_to_in-depth_accident_data.htm

Contributory factors recorded for accidents in GB 2010

On average 2.5 contributory factors per accident were reported in 2010. The 77 contributory factors fit into one of nine categories as previously discussed. Chart RAS50001 shows the percentage of accidents with contributory factors in each category. Please note that only reported accidents where a police officer attended the scene and reported at least one contributory factor were considered.

- The contributory factor category *driver/rider error or reaction* was the most frequently reported category, involved in 70 per cent of all accidents reported to the police. It was the most frequently reported category for each severity of accident.
- *Injudicious action* (including *travelling too fast for conditions*, *following too close* and *exceeding speed limit*) was the second most frequently reported category, involved in 25 per cent of all accidents. The corresponding figure for fatal accidents was higher at 29 per cent.
- Special codes (including *stolen vehicle*, *vehicle in course of crime* and *emergency vehicle on a call*) were reported for 4 per cent of all accidents.
- Pedestrian contributory factors can be attributed to an injured or uninjured pedestrian involved in the accident. These factors were reported in 13 per cent of all accidents and 17 per cent of fatal accidents.

Chart RAS50001: Contributory factor type: Reported accidents by severity: GB 2010

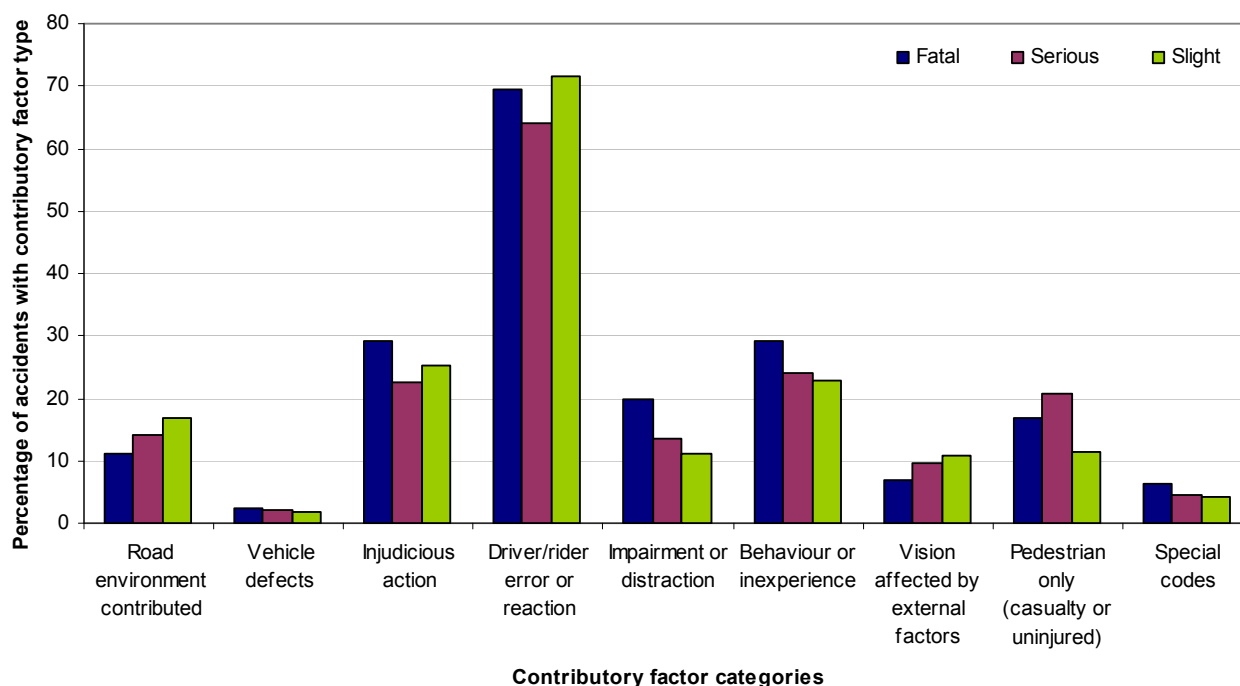


Table RAS50001 shows the percentage of reported road accidents in which each contributory factor was reported, including a breakdown by accident severity.

- Four of the five most frequently reported contributory factors in road accidents were in the category *driver/rider error or reaction*, including *failed to look properly* and *failed to judge other person's path or speed*.

- *Failed to look properly* was the most frequently reported contributory factor and was involved in 40 per cent of all reported accidents. This was followed by *failed to judge other person's path/speed* (21 per cent) and *careless, reckless or in a hurry* (16 per cent). *Failed to look properly* was the most frequently reported contributory factor for slight and serious accidents (41 per cent and 33 per cent).
- The most frequently reported contributory factor for fatal accidents was *loss of control*, which was involved in 34 per cent of accidents. *Loss of control* was also the second most frequent contributory factor for serious accidents (20 per cent).

Table RAS50001: Contributory factor: Reported accidents¹ by severity: GB 2010

Contributory factor reported in accident	Number/ percentage							
	Fatal accidents		Serious accidents		Slight accidents		All accidents	
	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²
Road environment contributed	181	11	2,573	14	17,068	17	19,822	16
Poor or defective road surface	19	1	191	1	671	1	881	1
Deposit on road (eg. oil, mud, chippings)	9	1	283	2	1,213	1	1,505	1
Slippery road (due to weather)	110	7	1,564	9	12,481	12	14,155	12
Inadequate or masked signs or road markings	3	0	62	0	455	0	520	0
Defective traffic signals	1	0	20	0	174	0	195	0
Traffic calming (eg. speed cushions, road humps, chicanes)	1	0	26	0	123	0	150	0
Temporary road layout (eg. contraflow)	3	0	37	0	317	0	357	0
Road layout (eg. bend, hill, narrow carriageway)	46	3	479	3	2,449	2	2,974	2
Animal or object in carriageway	11	1	206	1	1,104	1	1,321	1
Vehicle defects	39	2	389	2	1,789	2	2,217	2
Tyres illegal, defective or under inflated	15	1	144	1	587	1	746	1
Defective lights or indicators	4	0	28	0	142	0	174	0
Defective brakes	9	1	128	1	689	1	826	1
Defective steering or suspension	8	0	48	0	212	0	268	0
Defective or missing mirrors	0	0	4	0	7	0	11	0
Overloaded or poorly loaded vehicle or trailer	7	0	61	0	210	0	278	0
Injudicious action	474	29	4,081	23	25,435	25	29,990	25
Disobeyed automatic traffic signal	14	1	266	1	1,864	2	2,144	2
Disobeyed 'Give Way' or 'Stop' sign or markings	32	2	502	3	3,642	4	4,176	3
Disobeyed double white lines	19	1	68	0	155	0	242	0
Disobeyed pedestrian crossing facility	10	1	114	1	413	0	537	0
Illegal turn or direction of travel	22	1	125	1	701	1	848	1
Exceeding speed limit	221	14	1,179	7	4,436	4	5,836	5
Travelling too fast for conditions	215	13	1,565	9	8,231	8	10,011	8
Following too close	20	1	508	3	7,869	8	8,397	7
Vehicle travelling along pavement	2	0	49	0	283	0	334	0
Cyclist entering road from pavement	8	0	204	1	876	1	1,088	1
Driver/rider error or reaction	1,127	70	11,582	64	72,362	72	85,071	70
Junction overshoot	25	2	343	2	2,331	2	2,699	2
Junction restart (moving off at junction)	6	0	216	1	1,876	2	2,098	2
Poor turn or manoeuvre	224	14	2,413	13	13,332	13	15,969	13
Failed to signal or misleading signal	15	1	287	2	2,217	2	2,519	2
Failed to look properly	400	25	5,987	33	41,885	41	48,272	40
Failed to judge other person's path or speed	195	12	2,818	16	22,564	22	25,577	21
Passing too close to cyclist, horse rider or pedestrian	31	2	341	2	1,867	2	2,239	2
Sudden braking	49	3	857	5	8,003	8	8,909	7
Swerved	90	6	798	4	3,994	4	4,882	4
Loss of control	558	34	3,609	20	13,862	14	18,029	15

1 Includes only accidents where a police officer attended the scene and in which a contributory factor was reported.

2 Columns may not add up to 100 per cent as accidents can have more than 1 contributory factor.

Table RAS50001: Contributory factor: Reported accidents¹ by severity: GB 2010 (Cont.)

Number/ percentage

Contributory factor reported in accident	Fatal accidents		Serious accidents		Slight accidents		All accidents	
	Number	Per	Number	Per	Number	Per	Number	Per
		cent ²		cent ²		cent ²		cent ²
Impairment or distraction	324	20	2,459	14	11,265	11	14,048	12
Impaired by alcohol	121	7	1,131	6	4,041	4	5,293	4
Impaired by drugs (illicit or medicinal)	39	2	158	1	368	0	565	0
Fatigue	65	4	306	2	1,395	1	1,766	1
Uncorrected, defective eyesight	5	0	36	0	193	0	234	0
Illness or disability, mental or physical	66	4	407	2	1,375	1	1,848	2
Not displaying lights at night or in poor visibility	10	1	61	0	286	0	357	0
Cyclist wearing dark clothing at night	11	1	62	0	308	0	381	0
Driver using mobile phone	26	2	58	0	265	0	349	0
Distraction in vehicle	60	4	380	2	2,532	3	2,972	2
Distraction outside vehicle	20	1	199	1	1,627	2	1,846	2
Behaviour or inexperience	473	29	4,316	24	23,102	23	27,891	23
Aggressive driving	125	8	759	4	2,978	3	3,862	3
Careless, reckless or in a hurry	322	20	2,846	16	15,635	15	18,803	16
Nervous, uncertain or panic	24	1	258	1	1,828	2	2,110	2
Driving too slow for conditions or slow vehicle (eg tractor)	2	0	10	0	101	0	113	0
Learner or inexperienced driver/rider	54	3	913	5	4,545	4	5,512	5
Inexperience of driving on the left	7	0	79	0	395	0	481	0
Unfamiliar with model of vehicle	14	1	196	1	663	1	873	1
Vision affected by external factors	111	7	1,741	10	11,044	11	12,896	11
Stationary or parked vehicle(s)	18	1	582	3	3,456	3	4,056	3
Vegetation	4	0	70	0	327	0	401	0
Road layout (eg. bend, winding road, hill crest)	16	1	222	1	1,278	1	1,516	1
Buildings, road signs, street furniture	3	0	26	0	256	0	285	0
Dazzling headlights	5	0	48	0	247	0	300	0
Dazzling sun	23	1	378	2	2,510	2	2,911	2
Rain, sleet, snow, or fog	18	1	283	2	2,027	2	2,328	2
Spray from other vehicles	2	0	25	0	196	0	223	0
Visor or windscreen dirty or scratched	2	0	32	0	163	0	197	0
Vehicle blind spot	22	1	211	1	1,464	1	1,697	1
Pedestrian only (casualty or uninjured)	272	17	3,722	21	11,564	11	15,558	13
Pedestrian crossing road masked by stationary or parked vehicle	22	1	790	4	2,312	2	3,124	3
Pedestrian failed to look properly	155	10	2,825	16	8,937	9	11,917	10
Pedestrian failed to judge vehicle's path or speed	80	5	914	5	2,726	3	3,720	3
Pedestrian wrong use of pedestrian crossing facility	26	2	269	1	853	1	1,148	1
Dangerous action in carriageway (eg. playing)	37	2	357	2	1,000	1	1,394	1
Pedestrian impaired by alcohol	75	5	576	3	1,458	1	2,109	2
Pedestrian impaired by drugs (illicit or medicinal)	9	1	57	0	118	0	184	0
Pedestrian careless, reckless or in a hurry	39	2	1,149	6	3,777	4	4,965	4
Pedestrian wearing dark clothing at night	48	3	233	1	515	1	796	1
Pedestrian disability or illness, mental or physical	31	2	151	1	298	0	480	0
Special codes	104	6	837	5	4,389	4	5,330	4
Stolen vehicle	14	1	139	1	573	1	726	1
Vehicle in course of crime	7	0	76	0	378	0	461	0
Emergency vehicle on a call	5	0	73	0	601	1	679	1
Vehicle door opened or closed negligently	3	0	77	0	497	0	577	0
Other	76	5	507	3	2,570	3	3,153	3
Total number of accidents¹	1,620	100	18,043	100	101,164	100	120,827	100

1 Includes only accidents where a police officer attended the scene and in which a contributory factor was reported.

2 Columns may not add up to 100 per cent as accidents can have more than 1 contributory factor.

Table RAS50002 compares the ten most frequently reported contributory factors in the previous five years. Please note that only reported accidents where a police officer attended the scene and reported at least one contributory factor were considered.

- The top ten factors have remained unchanged in the past five years, although there were some changes in the order and frequency of the factors.
- The largest change was an increase in *failed to look properly*, which was reported in 35 per cent of accidents in 2006 and 40 per cent in 2010. At this stage it is not possible to tell whether changes are the result of the reporting police officers developing their understanding of the new system or a genuine change in the types of factors that contribute to accidents.

Table RAS50002: Contributory factor of reported accidents¹: GB 2006-2010 comparison

Contributory factor reported in accident ²	Number/percentage									
	2006*		2007		2008*		2009		2010	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Failed to look properly	50,412	35	49,533	35	48,035	37	48,313	38	48,272	40
Failed to judge other person's path or speed	26,988	18	26,671	19	25,343	19	26,176	20	25,577	21
Careless, reckless or in a hurry	25,689	18	23,354	17	20,237	15	19,265	15	18,803	16
Loss of control	21,485	15	20,540	15	19,581	15	19,190	15	18,029	15
Poor turn or manoeuvre	20,636	14	19,424	14	18,003	14	17,402	14	15,969	13
Slippery road (due to weather)	13,695	9	13,514	10	14,066	11	14,382	11	14,155	12
Pedestrian failed to look properly	13,901	10	13,253	9	12,715	10	12,084	9	11,917	10
Travelling too fast for conditions	16,125	11	13,856	10	12,282	9	11,479	9	10,011	8
Sudden braking	10,378	7	9,990	7	9,292	7	9,740	8	8,909	7
Following too close	10,046	7	8,853	6	8,196	6	8,315	6	8,397	7
Total number of accidents¹	146,040	100	140,361	100	131,592	100	128,185	100	120,827	100

* 2006 and 2008 figures have been revised since the previous publication.

1 Includes only accidents where a police officer attended the scene and in which a contributory factor was reported.

2 Includes only the ten most frequently reported contributory factors. Factors not shown may also have been reported.

Accidents with contributory factors by road class

Table RAS50003 shows contributory factors of road accidents by road class. The ten most frequently reported contributory factors for each road type are represented in the table.

- *Failed to look properly* was the most frequently reported contributory factor for every road class. Forty three per cent of accidents on A roads had this factor reported compared to 31 per cent on motorways.
- *Following too close* was a contributory factor in 17 per cent of accidents on motorways compared to 9 per cent for A roads and 6 per cent for B roads. Similarly, motorways also had the highest percentage of accidents which involved either *sudden braking* or *swerved* as contributory factors when compared to other road types.
- Pedestrian associated contributory factors were more common on other roads (C roads and unclassified roads), partly due to the higher usage of these types of roads by pedestrians.

- B roads had *slippery road* as a contributory factor in 14 per cent of accidents compared to 11 per cent for motorways and 10 per cent for A roads.

Table RAS50003: Contributory factors: Reported accidents¹ by road class: GB 2010

Contributory factor reported in accident ³	Number/ percentage									
	Motorways		A roads		B roads		Other roads ²		All roads	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Failed to look properly	1,784	31	24,467	43	5,926	38	16,095	37	48,272	40
Failed to judge other person's path or speed	1,577	28	13,828	25	3,144	20	7,028	16	25,577	21
Careless, reckless or in a hurry	558	10	9,325	17	2,404	15	6,516	15	18,803	16
Loss of control	1,306	23	7,958	14	2,617	17	6,148	14	18,029	15
Poor turn or manoeuvre	572	10	8,200	15	2,133	14	5,064	12	15,969	13
Slippery road (due to weather)	672	12	5,917	10	2,130	14	5,436	13	14,155	12
Pedestrian failed to look properly	21	0	4,762	8	1,336	9	5,798	13	11,917	10
Travelling too fast for conditions	631	11	4,203	7	1,487	10	3,690	9	10,011	8
Sudden braking	764	13	4,900	9	1,029	7	2,216	5	8,909	7
Following too close	948	17	5,047	9	937	6	1,465	3	8,397	7
Learner or inexperienced driver/rider	144	3	2,152	4	871	6	2,345	5	5,512	5
Pedestrian careless, reckless or in a hurry	9	0	2,116	4	577	4	2,263	5	4,965	4
Swerved	521	9	2,315	4	605	4	1,441	3	4,882	4
Total number of accidents	5,712	100	56,355	100	15,627	100	43,133	100	120,827	100

¹ Includes only accidents where a police officer attended the scene and in which a contributory factor was reported.

Columns may not add up to 100 per cent as accidents can have more than 1 contributory factor.

² Other roads includes C roads and unclassified roads.

Accidents involving pedestrians with contributory factors

Table RAS50004 shows information on road accidents with contributory factors allocated to pedestrians. The ten most frequently reported contributory factors for pedestrians, for both accidents involving pedestrian casualties and accidents involving uninjured pedestrians, are represented.

- *Pedestrian failed to look properly* was the most frequently reported contributory factor for pedestrians in both accidents involving injured or killed pedestrians and accidents involving uninjured pedestrians.
- *Slippery road* was reported for 15 per cent of accidents involving uninjured pedestrians, whereas this was reported for less than 0.5 per cent of accidents involving injured pedestrians.
- In 16 per cent of accidents involving pedestrian casualties, the pedestrian had *pedestrian crossing road masked by stationary or parked vehicles* reported as a contributory factor. The equivalent figure for uninjured pedestrians was 10 per cent.

Table RAS50004: Reported accidents¹ involving pedestrians^{2,3} with contributory factors: GB 2010

Contributory factor attributed to pedestrian ⁴	Number/ percentage			
	Accidents involving injured or killed pedestrian		Accidents involving uninjured pedestrian	
	Number	Per cent	Number	Per cent
Pedestrian failed to look properly	11,166	60	135	45
Pedestrian careless, reckless or in a hurry	4,668	25	84	28
Pedestrian failed to judge vehicle's path or speed	3,428	18	37	12
Pedestrian cross road masked by stationary or parked vehicle	2,987	16	29	10
Pedestrian impaired by alcohol	1,941	10	22	7
Dangerous action in carriageway (eg. Playing)	1,283	7	24	8
Wrong use of pedestrian crossing facility by pedestrian	1,102	6	18	6
Pedestrian wearing dark clothing at night	761	4	5	2
Pedestrian disability or illness, mental or physical	426	2	5	2
Pedestrian impaired by drugs (illicit or medicinal)	169	1	0	0
Slippery Road (due to weather)	25	0	45	15
Deposit on road (eg. Oil, mud, chippings)	2	0	9	3
Animal or object in carriageway	7	0	8	3
Number of accidents	18,749	100	301	100

1 Includes only accidents where a police officer attended the scene and in which a contributory factor was reported. Columns may not add up to 100 per cent as accidents can have more than one contributory factor.

2 Due to recording errors some pedestrian factors may have been allocated to vehicles, so the figures in this table are generally smaller than those in other tables in this article.

3 Accidents can involve both pedestrian casualties and uninjured pedestrians who were assigned a contributory factor.

4 Includes only the ten most frequently reported contributory factors for injured or killed pedestrians and for uninjured pedestrians. Factors not shown may also have been reported.

Contributory factors recorded for accident participants in GB 2010

Contributory factors recorded for vehicles

Table RAS50005 shows the percentage of **vehicles** which had each contributory factor by vehicle type. The table shows the ten most frequently reported contributory factors for each vehicle type. As noted previously, only vehicles involved in reported accidents where a police officer attended the scene and reported at least one contributory factor were considered.

The percentages in this table are different from those in Table RAS50002 which gives the percentage of **accidents** with each contributory factor. For example when looking at *failed to look properly* – 50,521 vehicles had this contributory factor, out of a total of 221,362 vehicles (23 per cent) involved in accidents with at least one contributory factor reported by the police. The vehicles which had this contributory factor were in 48,272 accidents out of a total of 120,827 reported accidents (40 per cent of accidents). Part of the reason for the lower number when looking at the percentage of vehicles is that 91,083 vehicles (41 per cent) involved in accidents with at least one reported contributory factor had no contributory factor assigned to the vehicle itself.

Table RAS50005: Contributory factors reported for vehicles^{1,2} in reported accidents by vehicle type: GB 2010

Contributory factor attributed to vehicle ³	Number/ percentage							
	Pedal cycle		Motorcycle		Car		Bus or Coach	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Failed to look properly	3,020	25	2,764	16	39,205	23	707	15
Failed to judge other person's path or speed	1,215	10	2,164	13	20,696	12	398	9
Careless, reckless or in a hurry	959	8	1,460	9	14,899	9	238	5
Loss of control	690	6	2,766	16	13,646	8	70	2
Poor turn or manoeuvre	601	5	1,511	9	12,479	7	212	5
Slippery road (due to weather)	165	1	1,275	8	12,488	7	131	3
Travelling too fast for conditions	247	2	953	6	8,223	5	47	1
Sudden braking	151	1	1,147	7	6,966	4	650	14
Following too close	146	1	698	4	6,944	4	171	4
Exceeding speed limit	35	0	844	5	4,782	3	10	0
Learner or inexperienced driver/rider	136	1	1,364	8	3,946	2	7	0
Impaired by alcohol	241	2	283	2	4,433	3	6	0
Stationary or parked vehicle(s)	341	3	496	3	3,624	2	39	1
Disobeyed 'Give Way' or 'Stop' sign or markings	189	2	119	1	3,564	2	31	1
Other	127	1	195	1	1,672	1	134	3
Passing too close to cyclist, horse rider or pedestrian	67	1	78	0	1,631	1	154	3
Vehicle blind spot	9	0	25	0	944	1	42	1
Cyclist entering road from pavement	998	8	1	0	61	0	2	0
Cyclist wearing dark clothing at night	320	3	11	0	39	0	1	0
Vehicles with no contributory factor	5,730	48	5,849	35	69,600	41	2,328	51
Number of vehicles	11,929	100	16,833	100	168,990	100	4,570	100

Contributory factor attributed to vehicle ³	LGV		HGV		All vehicles ⁴	
	Number	Per cent	Number	Per cent	Number	Per cent
	Failed to look properly	2,686	27	1,619	25	50,521	23
Failed to judge other person's path or speed	1,509	15	882	14	27,143	12
Careless, reckless or in a hurry	1,013	10	411	6	19,168	9
Loss of control	508	5	284	4	18,128	8
Poor turn or manoeuvre	801	8	592	9	16,390	7
Slippery road (due to weather)	633	6	289	5	15,091	7
Travelling too fast for conditions	481	5	225	4	10,260	5
Sudden braking	427	4	211	3	9,622	4
Following too close	623	6	357	6	9,013	4
Exceeding speed limit	160	2	61	1	5,930	3
Learner or inexperienced driver/rider	40	0	13	0	5,536	3
Impaired by alcohol	157	2	25	0	5,185	2
Stationary or parked vehicle(s)	188	2	39	1	4,762	2
Disobeyed 'Give Way' or 'Stop' sign or markings	215	2	50	1	4,202	2
Other	112	1	122	2	2,431	1
Passing too close to cyclist, horse rider or pedestrian	186	2	92	1	2,243	1
Vehicle blind spot	154	2	492	8	1,714	1
Cyclist entering road from pavement	3	0	0	0	1,067	0
Cyclist wearing dark clothing at night	1	0	0	0	372	0
Vehicles with no contributory factor	3,947	39	2,577	40	91,083	41
Number of vehicles	10,053	100	6,398	100	221,362	100

1 Includes only vehicles in road accidents where a police officer attended the scene and in which a contributory factor was reported.

Columns may not add up to 100 per cent as accidents can have more than one contributory factor.

2 Due to recording errors some vehicle specific factors may have been allocated to the wrong vehicle in some accidents.

3 Includes only the ten most frequently reported contributory factors for each vehicle type. Factors not shown may also have been reported.

4 Includes other vehicles types and cases where the vehicle type was not reported.

- *Failed to look properly* was the most frequently reported contributory factor for every vehicle type except motorcycles. This factor was analysed in more detail in our 2006 report.
- *Failed to judge other person's path or speed* was the second most frequently reported factor for cars and goods vehicles and was reported for 12 per cent of vehicles overall.
- Motorcycles had a notably higher percentage of the contributory factors *loss of control* (16 per cent) and *learner/inexperienced driver* (8 per cent) compared to other vehicle types.
- Eight per cent of heavy goods vehicles (HGVs) involved in accidents had *vehicle blind spot* as a contributory factor. Thirty-four per cent of foreign registered HGVs involved in accidents with contributory factor(s) reported by the police were attributed with *vehicle blind spot*. The corresponding figure for non-foreign registered HGVs was 5 per cent.
- *Sudden braking* was the second most commonly reported contributory factor for buses or coaches (14 per cent). In most of these cases the bus or coach was the only vehicle involved in the accident and a passenger was injured.
- *Cyclist entering road from pavement* was attributed to 8 per cent of pedal cycles in accidents and *cyclist wearing dark clothes at night* was attributed to 3 per cent.
- *Exceeding speed limit* was attributed to 3 per cent of cars involved in accidents, while *travelling too fast for conditions* was attributed to 5 per cent. For vehicles involved in fatal accidents these figures were both 8 per cent.
- The proportion of vehicles involved in personal injury accidents without a reported contributory factor varied by vehicle type. For example, 51 per cent of buses or coaches were not attributed with a contributory factor compared to 35 per cent of motorcycles. However, contributory factors are largely subjective, assigned quickly after the occurrence of the accident and often without extensive investigations. So these differences may in part be due to preconceptions of certain vehicle user groups.

Most commonly reported pairs of contributory factors

Table RAS50006 shows the most frequent pairs of contributory factors assigned to the same vehicle or pedestrian casualty in road accidents reported to the police in 2010.

- The pair of contributory factors most frequently reported for the same vehicle were *failed to look properly* and *failed to judge other person's path or speed*, with 7 per cent of vehicles having both factors assigned to them. Over half of all vehicles that were assigned *failed to judge other person's path or speed* were also assigned *failed to look properly* (55 per cent). These were also the two most frequently reported contributory factors in all accidents.
- The pair of contributory factors most frequently assigned to the same pedestrian casualty were *pedestrian failed to look properly* and *pedestrian careless, reckless or in a hurry*. Twenty per cent of pedestrian casualties were assigned this pair of factors. Over 80 per cent of all pedestrian casualties with *pedestrian careless, reckless or in a hurry* as a contributory factor were also assigned *pedestrian failed to look properly*.

Table RAS50006: Most common pairs of contributory factors reported together^{1,2}: GB 2010

		Number/ percentage	
Factor with lower code ³	Factor with higher code ³	Number	Per cent
Vehicles			
Failed to look properly	Failed to judge other person's path or speed	14,929	7
Failed to look properly	Careless, reckless or in a hurry	9,287	4
Poor turn or manoeuvre	Failed to look properly	8,638	4
Slippery road (due to weather)	Loss of control	4,512	2
Failed to judge other person's path or speed	Careless, reckless or in a hurry	4,203	2
Poor turn or manoeuvre	Failed to judge other person's path or speed	4,104	2
Slippery road (due to weather)	Travelling too fast for conditions	3,419	2
Travelling too fast for conditions	Loss of control	3,401	2
Following too close	Failed to look properly	3,371	2
Disobeyed 'Give Way' or 'Stop' sign or markings	Failed to look properly	3,116	1
Following too close	Failed to judge other person's path or speed	3,104	1
Poor turn or manoeuvre	Careless, reckless or in a hurry	2,964	1
Loss of control	Careless, reckless or in a hurry	2,734	1
Swerved	Loss of control	2,221	1
Failed to look properly	Stationary or parked vehicle(s)	1,964	1
Travelling too fast for conditions	Careless, reckless or in a hurry	1,903	1
Exceeding speed limit	Careless, reckless or in a hurry	1,822	1
Exceeding speed limit	Loss of control	1,755	1
Travelling too fast for conditions	Failed to look properly	1,709	1
Sudden braking	Loss of control	1,690	1
All vehicles in accidents		221,362	100
Pedestrian casualties			
Pedestrian failed to look properly	Pedestrian careless, reckless or in a hurry	3,960	20
Pedestrian failed to look properly	Pedestrian failed to judge vehicle's path or speed	2,720	14
Pedestrian crossing road masked by stationary or parked vehicle	Pedestrian failed to look properly	2,420	12
Pedestrian failed to look properly	Pedestrian impaired by alcohol	1,087	6
Pedestrian failed to judge vehicle's path or speed	Pedestrian careless, reckless or in a hurry	1,077	6
All pedestrian casualties in accidents		19,398	100

1 Includes only participants in accidents where a police officer attended the scene and in which a contributory factor was reported.

2 Includes the 20 pairings most frequently reported to vehicles and the 5 most frequently reported to pedestrian casualties.

3 All contributory factors are recorded by a code number between 101 and 999. The factor with the lower code number is listed first.

Casualties resulting from accidents with contributory factors in GB 2010

Table RAS50007 shows the number of casualties, resulting from road accidents with at least one contributory factor reported, for each contributory factor by casualty severity.

Unsurprisingly the pattern is very similar to that seen in Table RAS50001 which shows the number of accidents with each factor reported. *Failed to look properly* was the most commonly reported contributory factors for accidents, and for the resulting casualties (40 per cent of casualties were assigned this factor).

Comparison with table RAS50001 shows that accidents with *pedestrian only* factors reported had the lowest number of casualties per accident, while accidents with *injudicious action* factors reported had the highest number.

Table RAS50007: Contributory factors: Casualties in reported accidents¹ by severity: GB 2010

Number/ percentage

Contributory factor reported in accident	Killed		Seriously injured		Slightly injured		All casualties	
	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²
Road environment contributed	194	11	2,944	15	24,929	17	28,067	17
Poor or defective road surface	19	1	209	1	937	1	1,165	1
Deposit on road (eg. oil, mud, chippings)	9	1	308	2	1,721	1	2,038	1
Slippery road (due to weather)	118	7	1,787	9	18,098	12	20,003	12
Inadequate or masked signs or road markings	3	0	68	0	766	1	837	0
Defective traffic signals	1	0	20	0	282	0	303	0
Traffic calming (eg. speed cushions, road humps, chicanes)	1	0	35	0	171	0	207	0
Temporary road layout (eg. contraflow)	3	0	41	0	478	0	522	0
Road layout (eg. bend, hill, narrow carriageway)	50	3	582	3	3,745	3	4,377	3
Animal or object in carriageway	12	1	236	1	1,626	1	1,874	1
Vehicle defects	43	2	448	2	2,849	2	3,340	2
Tyres illegal, defective or under inflated	18	1	172	1	1,020	1	1,210	1
Defective lights or indicators	4	0	30	0	190	0	224	0
Defective brakes	9	1	140	1	1,043	1	1,192	1
Defective steering or suspension	8	0	57	0	352	0	417	0
Defective or missing mirrors	0	0	4	0	8	0	12	0
Overloaded or poorly loaded vehicle or trailer	8	0	74	0	344	0	426	0
Injudicious action	513	30	4,835	24	40,405	28	45,753	27
Disobeyed automatic traffic signal	14	1	298	1	3,150	2	3,462	2
Disobeyed 'Give Way' or 'Stop' sign or markings	34	2	564	3	5,666	4	6,264	4
Disobeyed double white lines	20	1	118	1	369	0	507	0
Disobeyed pedestrian crossing facility	10	1	117	1	468	0	595	0
Illegal turn or direction of travel	24	1	157	1	1,127	1	1,308	1
Exceeding speed limit	241	14	1,495	7	7,585	5	9,321	6
Travelling too fast for conditions	234	14	1,890	9	13,313	9	15,437	9
Following too close	20	1	554	3	12,636	9	13,210	8
Vehicle travelling along pavement	2	0	57	0	324	0	383	0
Cyclist entering road from pavement	8	0	208	1	943	1	1,159	1
Driver/rider error or reaction	1,223	71	13,099	65	107,137	73	121,459	72
Junction overshoot	27	2	419	2	3,752	3	4,198	2
Junction restart (moving off at junction)	6	0	232	1	2,755	2	2,993	2
Poor turn or manoeuvre	249	14	2,739	14	19,665	13	22,653	13
Failed to signal or misleading signal	16	1	307	2	3,181	2	3,504	2
Failed to look properly	422	24	6,447	32	60,580	41	67,449	40
Failed to judge other person's path or speed	205	12	3,094	15	34,465	24	37,764	22
Passing too close to cyclist, horse rider or pedestrian	31	2	350	2	1,972	1	2,353	1
Sudden braking	52	3	929	5	12,600	9	13,581	8
Swerved	101	6	980	5	6,265	4	7,346	4
Loss of control	615	36	4,425	22	21,075	14	26,115	16
Impairment or distraction	355	20	2,992	15	17,511	12	20,858	12
Impaired by alcohol	131	8	1,387	7	5,983	4	7,501	4
Impaired by drugs (illicit or medicinal)	42	2	208	1	639	0	889	1
Fatigue	67	4	403	2	2,177	1	2,647	2
Uncorrected, defective eyesight	5	0	39	0	286	0	330	0
Illness or disability, mental or physical	75	4	486	2	2,193	1	2,754	2
Not displaying lights at night or in poor visibility	10	1	66	0	347	0	423	0
Cyclist wearing dark clothing at night	11	1	63	0	319	0	393	0
Driver using mobile phone	28	2	74	0	449	0	551	0
Distraction in vehicle	69	4	484	2	4,465	3	5,018	3
Distraction outside vehicle	22	1	228	1	2,450	2	2,700	2

¹ Includes only casualties in accidents where a police officer attended the scene and in which a contributory factor was reported.

² Columns may not add up to 100 per cent as casualties are from accidents which can have more than 1 contributory factor.

Table RAS50007: Contributory factors: Casualties in reported accidents¹ by severity: GB 2010 continued.

Number/ percentage

Contributory factor reported in accident	Killed		Seriously injured		Slightly injured		All casualties	
	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²
Behaviour or inexperience	504	29	5,089	25	35,266	24	40,859	24
Aggressive driving	135	8	970	5	4,826	3	5,931	4
Careless, reckless or in a hurry	342	20	3,361	17	23,953	16	27,656	16
Nervous, uncertain or panic	24	1	288	1	2,590	2	2,902	2
Driving too slow for conditions or slow vehicle (eg tractor)	2	0	12	0	159	0	173	0
Learner or inexperienced driver/rider	59	3	1,039	5	7,088	5	8,186	5
Inexperience of driving on the left	8	0	103	1	637	0	748	0
Unfamiliar with model of vehicle	14	1	210	1	1,018	1	1,242	1
Vision affected by:	114	7	1,872	9	15,417	11	17,403	10
Stationary or parked vehicle(s)	18	1	594	3	4,450	3	5,062	3
Vegetation	4	0	76	0	462	0	542	0
Road layout (eg. bend, winding road, hill crest)	16	1	247	1	1,955	1	2,218	1
Buildings, road signs, street furniture	3	0	28	0	346	0	377	0
Dazzling headlights	5	0	52	0	339	0	396	0
Dazzling sun	24	1	407	2	3,778	3	4,209	2
Rain, sleet, snow, or fog	20	1	328	2	2,970	2	3,318	2
Spray from other vehicles	2	0	31	0	322	0	355	0
Visor or windscreen dirty or scratched	2	0	38	0	258	0	298	0
Vehicle blind spot	22	1	217	1	1,832	1	2,071	1
Pedestrian only (casualty or uninjured)	272	16	3,802	19	12,699	9	16,773	10
Pedestrian crossing road masked by stationary or parked vehicle	22	1	804	4	2,518	2	3,344	2
Pedestrian failed to look properly	155	9	2,870	14	9,718	7	12,743	8
Pedestrian failed to judge vehicle's path or speed	80	5	937	5	3,019	2	4,036	2
Pedestrian wrong use of pedestrian crossing facility	26	2	273	1	960	1	1,259	1
Dangerous action in carriageway (eg. playing)	37	2	367	2	1,088	1	1,492	1
Pedestrian impaired by alcohol	75	4	592	3	1,599	1	2,266	1
Pedestrian impaired by drugs (illicit or medicinal)	9	1	58	0	138	0	205	0
Pedestrian careless, reckless or in a hurry	39	2	1,165	6	4,061	3	5,265	3
Pedestrian wearing dark clothing at night	48	3	241	1	567	0	856	1
Pedestrian disability or illness, mental or physical	31	2	156	1	325	0	512	0
Special codes	111	6	951	5	6,278	4	7,340	4
Stolen vehicle	14	1	170	1	941	1	1,125	1
Vehicle in course of crime	8	0	92	0	597	0	697	0
Emergency vehicle on a call	5	0	81	0	1,051	1	1,137	1
Vehicle door opened or closed negligently	3	0	77	0	522	0	602	0
Other	82	5	573	3	3,535	2	4,190	2
Total number of casualties	1,732	100	20,150	100	146,496	100	168,378	100

¹ Includes only casualties in accidents where a police officer attended the scene and in which a contributory factor was reported.

² Columns may not add up to 100 per cent as casualties are from accidents which can have more than 1 contributory factor.

Speed as a contributory factor

There are two contributory factors that relate to excessive or inappropriate speed - *exceeding the speed limit* and *travelling too fast for the conditions*. These two factors were analysed in more detail in Reported Road Casualties Great Britain: 2008 Annual Report.

Exceeding the speed limit should be reported when the driver contributed to the accident by exceeding the posted speed limit, while *travelling too fast for the conditions* should be reported when the driver was travelling within the speed limit, but their speed was not appropriate for the road conditions and/or vehicle type, and contributed to the accident.

If a driver was *exceeding the speed limit* and *travelling too fast for the conditions*, reporting officers are asked to report only the former factor. However in a number of cases both factors are reported. Accidents with both factors reported are only counted as having *exceeding the speed limit* reported in the following analysis. Table RAS50008 shows the number of accidents and resulting casualties where the two speed factors were reported.

- *Exceeding the speed limit* was reported as a contributory factor for 5 per cent of all accidents. The proportion of accident with this factor increased as the accident severity increased, reaching 14 per cent for fatal accidents. These accidents accounted for 14 per cent of all fatalities.
- *Travelling too fast for the conditions* was reported as a contributory factor in 7 per cent of accidents. Again, the proportion of accidents with this factor reported increased with accident severity. Twelve per cent of all accidents had at least one of *exceeding the speed limit* and *travelling too fast for the conditions* reported and these accidents accounted for 24 per cent of all fatalities.

Table RAS50008: Speed as a contributory factor: Reported accidents and casualties by severity¹: GB 2010

Contributory factor in accident	Number/ percentage							
	Accidents							
	Fatal		Serious		Slight		Total	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Exceeding speed limit	221	14	1,179	7	4,436	4	5,836	5
Travelling too fast for conditions ²	165	10	1,341	7	7,427	7	8,933	7
Exceeding speed limit or travelling too fast for conditions	386	24	2,520	14	11,863	12	14,769	12
Total number of accidents	1,620	100	18,043	100	101,164	100	120,827	100
Contributory factor in accident	Casualties							
	Killed		Seriously injured		Slightly injured		Total	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Exceeding speed limit	241	14	1,495	7	7,585	5	9,321	6
Travelling too fast for conditions ²	180	10	1,594	8	11,883	8	13,657	8
Exceeding speed limit or travelling too fast for conditions	421	24	3,089	15	19,468	13	22,978	14
Total number of casualties	1,732	100	20,150	100	146,496	100	168,378	100

¹ Includes accidents and casualties in accidents where a police officer attended the scene and a contributory factor was reported.

² Excluding accidents and casualties in accidents which had *exceeding the speed limit* reported as a contributory factor. These figures will therefore differ from those shown in other tables in this article.

Vehicles with speed contributory factors

In 2010, there were 15,120 vehicles with either *exceeding speed limit* or *travelling too fast for conditions* allocated to it. These vehicles accounted for seven per cent of all vehicles involved in accidents with at least one contributory factor.

Table RAS50009 shows the number of vehicles which had the two speed contributory factors allocated, by selected vehicle type.

- Motorcycles were most likely to have one of the speed factors assigned to them in 2010. Five per cent were reported as *exceeding the speed limit* compared to 3 per cent of cars. Ten per cent of motorcycles were reported as having either of the speed factors assigned to them. The corresponding figure for cars was seven per cent.
- Heavy goods vehicles were less likely to have either of the speed factors assigned than other vehicles. Only 4 per cent of heavy goods vehicles had one of the factors assigned to them. Light goods vehicles were less likely to be *exceeding the speed limit* than cars, with 2 per cent of light goods vehicles involved in accidents having this factor reported.
- A higher proportion of vehicles were assigned *travelling too fast for conditions* than *exceeding the speed limit* for most vehicle types. For motorcycles, these two factors were equally prevalent.

Table RAS50009: Vehicles with speed factors reported by selected vehicle type¹: GB 2010

Contributory factor attributed to vehicle	Number/ percentage									
	Motorcycles		Cars		Light goods vehicles		Heavy goods vehicles		All vehicles ²	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Exceeding speed limit	844	5	4,782	3	160	2	61	1	5,930	3
Travelling too fast for conditions ³	844	5	7,309	4	454	5	211	3	9,190	4
Exceeding speed limit or travelling too fast for conditions	1,688	10	12,091	7	614	6	272	4	15,120	7
All vehicles in accidents	16,833	100	168,990	100	10,053	100	6,398	100	221,362	100

1 Includes vehicles in accidents where a police officer attended the scene and in which a contributory factor was reported.

2 Includes other vehicle types.

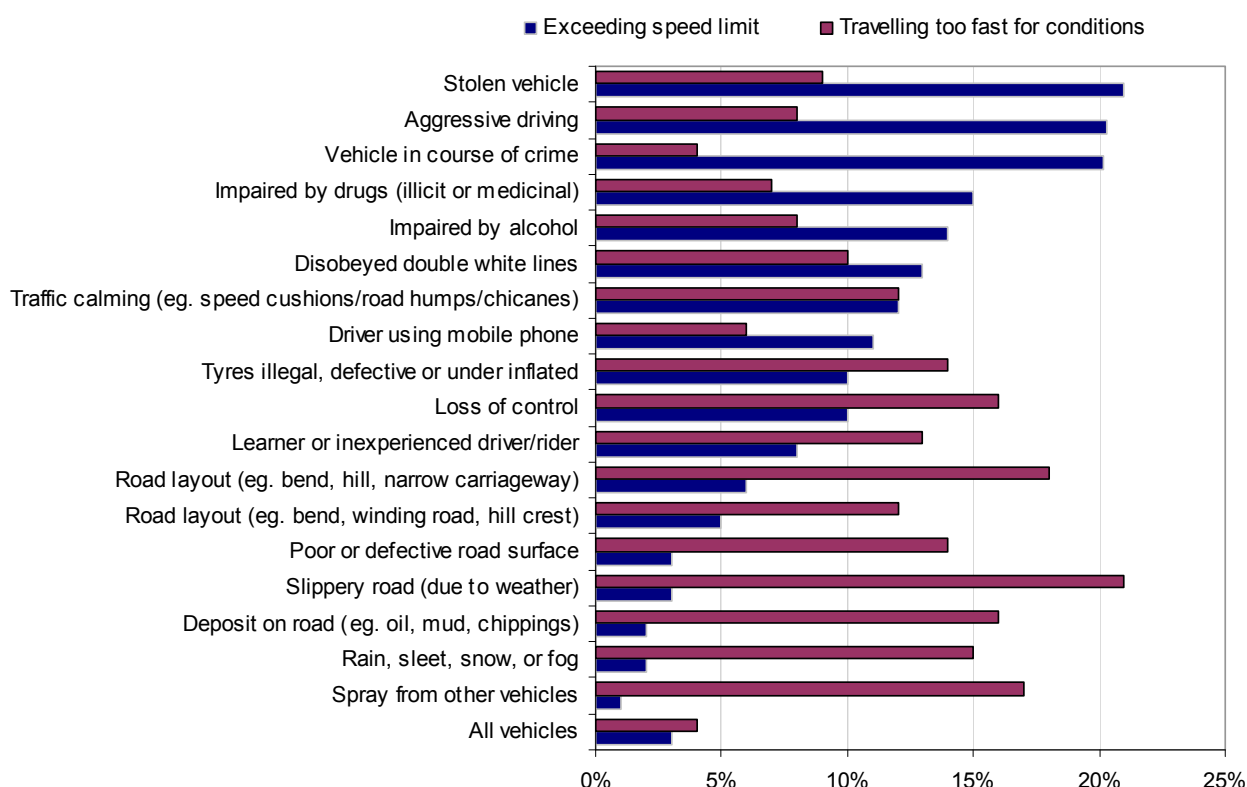
3 Excluding vehicles which had *exceeding the speed limit* reported as a contributory factor. These figures will therefore differ from those shown in other tables in this article.

In 2010 just over seven out of eight vehicles with one of the speed contributory factors reported had at least one other contributory factor reported. *Loss of control* was assigned to 31 per cent of vehicles with a speed factor and *slippery road (due to weather)* was reported to 24 per cent of vehicles.

Chart RAS50010 shows the association between the two speed factors and other contributory factors. In particular, the proportion of the speed factors among vehicles with other factors.

- *Exceeding the speed limit* tended to have stronger associations with factors related to other illegal activities. Twenty one per cent of vehicles assigned with *stolen vehicle* also had the factor *exceeding the speed limit*, as did 20 per cent of vehicles assigned with *vehicle in course of crime*.
- *Travelling too fast for conditions* had stronger associations with factors relating to the road environment and bad weather. For example it was reported for 21 per cent of vehicles that were assigned *slippery road (due to weather)*.

Chart RAS50010: Percentage of vehicles with selected contributory factor which also had a speed factor reported: GB 2010



Annex: Accidents included in the contributory factor analysis

For accidents in which a police officer did not attend the scene it may not be possible for the reporting officer to accurately report the correct contributory factors. As a result, the analyses shown in this article only include accidents in which a police officer attended the scene. In 2010, 81 per cent of accidents met this condition. Accidents which had no contributory factors were also excluded from this analysis. At least one contributory factor was recorded in 97 per cent of accidents in which a police officer attended the scene.

Table RAS50011 shows the proportion of accidents and vehicles that satisfied both of the above conditions, shown for different accident severities, road classes and vehicle types.

- In 2010, 78 per cent of all accidents satisfied both conditions and these accidents are the basis for the analysis in this article. This compares to similar proportions in the previous four years (78/77 per cent) and 74 per cent in 2005.
- 94 per cent of fatal accidents satisfied these conditions, compared to 77 per cent of slight accidents.
- 88 per cent of accidents occurring on motorways were included in this analysis. This compares to 80 per cent for A roads and 79 per cent for B roads.
- 86 per cent of motorcycles involved in accidents in 2010 were included in this analysis. This compares to 67 per cent of pedal cycles and 61 per cent of buses or coaches.

Table RAS50011: Reported accidents and vehicles included in the contributory factor analysis: GB 2010

Category	Number/ percentage		
	Number included in analysis ¹	Total number in 2009	Per cent included in analysis ¹
Accidents: severity			
Fatal	1,620	1,731	94
Serious	18,043	20,440	88
Slight	101,164	132,243	77
Accidents: road class			
Motorways	5,712	6,500	88
A roads	56,355	70,274	80
B roads	15,627	19,755	79
Other roads ²	43,133	57,885	75
Accidents included in analysis	120,827	154,414	78
Category	Number included in analysis ¹	Total number in 2009	Per cent included in analysis ¹
Vehicles: type			
Pedal cycles	11,929	17,811	67
Motorcycles	16,833	19,534	86
Cars	168,990	212,685	79
Buses or coaches	4,570	7,462	61
Light goods vehicles	10,053	12,866	78
Heavy goods vehicles	6,398	7,615	84
Other vehicles ³	2,589	3,428	76
Vehicles included in analysis	221,362	281,401	79

¹ Includes accidents and vehicles involved in accidents where a police officer attended the scene and in which a contributory factor was reported.

² Other roads includes C roads and unclassified roads.

³ Includes other vehicles types and cases where the vehicle type was not reported.

Background notes

Detailed statistics (tables and charts) on “Contributory factors to reported road accidents” can be found on Reported Road Casualties in Great Britain – 2010 Annual Report web page at:

http://www.dft.gov.uk/statistics?orderby=date&post_type=table&series=road-accidents-and-safety-series

Table numbers RAS50001-RAS50011

1. Further information about the Reported Road Casualties Great Britain Annual Report can be found at: <http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010>
2. Notes & Definitions used in STATS19 can be found at: <http://assets.dft.gov.uk/statistics/releases/reported-road-casualties-gb-main-results-2010/reported-road-casualties-gb-main-results-2010-definitions.pdf>
3. A copy of the form filled in by the police, which includes the 77 contributory factors can be found at: <http://assets.dft.gov.uk/statistics/series/road-accidents-and-safety/stats19-road-accident-injury-statistics-report-form.pdf>



Reported Road Casualties in Great Britain: 2010 Annual Report

Survey data on road accidents

Summary

- The National Travel Survey (NTS) has included questions asking people about their involvement in road accidents since 2007.
- Our best current estimate derived from the NTS data is that the total of number of road casualties in Great Britain annually, including those not reported to the police, is within the range 660 thousand to 800 thousand with a central estimate of 730 thousand. This is based on data for the seven year period 2004 to 2010.
- Results of the NTS follow-up study suggest around 10 per cent of accidents reported by the respondents are outside the scope of STATS19. Adjustments were made to exclude these casualties from the above figures.
- It has long been known that police data does not provide a complete record of all injury accidents and resulting casualties, as the estimates illustrate. This should be borne in mind when using and analysing STATS19 data. However, STATS19 remains the most detailed, complete and reliable single source of information on road casualties covering the whole of Great Britain.

Introduction

For many years the police have provided data on road accidents reported to them involving casualties under the STATS19 system. This source provides almost all the data in Reported Road Casualties in Great Britain. In recent years, questions about involvement in road accidents have been added to the National Travel Survey (NTS)¹. NTS interviews just under 20,000 in Great Britain each year. Questions about road accidents were added to the survey for the first time in 2007.

This article summarises the data on road accidents from the four years of data (2007-2010) available from NTS, briefly describes some of the issues relating to the use of this data to estimate the total number of road casualties in Great Britain, and presents broad brush estimates of total casualties (updating and revising those included in article 5 of last year's report).

¹ National Travel Survey webpage: <http://www.dft.gov.uk/statistics/series/national-travel-survey/>

National Travel Survey on road accidents

Involvement in road accidents

- 13.1 per cent of adults (aged 16 years or over) reported that they were involved in at least one road accident in the past three years, with 6.6 per cent reporting being involved in an accident in the past 12 months (NTS, 2007-2010).
- For the first time in the NTS, questions about child (under 16 years) road accident involvement were included in 2010. 5.8 per cent of children reported being involved in at least one road accident in the last 3 years and 3.2 per cent reported being involved in an accident in the past 12 months. The figures for road accident involvement for children were around half of those reported by adults.

Injury in road accidents

Table 1 represents the proportion of NTS respondents injured in road accidents compared to the proportion of the population injured in road accidents based on STATS19 figures.

- Four per cent of adults reported that they were injured in at least one road accident in the last 3 years, with two per cent saying that they were injured in the previous 12 months.
- Comparing the number of adult casualties recorded in STATS19 with population estimates would suggest around 0.4 per cent of the population are recorded in STATS19.
- Men were more likely to report being injured in a road accident than women in the survey data, consistent with the greater number of male casualties recorded in STATS19.
- The NTS and STATS19 data show that injury in road accidents tends to decline with age, from age group 25-29 onwards, However, police data shows a relatively higher proportion of those in younger age groups (16-19 and 20-24) being injured than the survey data. It is possible that these differences may be due to lower response rates among the young adult group in NTS, a general survey issue that is known to affect this age group.
- The proportion of injuries in road accidents reported by children (aged <16 years) in the NTS was just over a third of the proportion reported by adults – 1.4 per cent reported being injured in at least one road accident in the last three years, with 0.7 per cent reported injury in the last 12 months. While in STATS19, the casualty rate for children is half of the rate for adults. This discrepancy may be due to children being less able to recall events compared to adults, or due to differential reporting for child casualties by the police, or a combination of both. It is unclear from the data which is the more likely reason for this discrepancy.

Table 1: Injuries in road accidents, NTS compared to STATS19
(RAS web table RAS54001, NTS web tables NTS0623 and NTS6025)

	National Travel Survey (2007/10): Proportion of individual injured in road accidents			STATS19: GB 2004/10 average	
	Sample size (unweighted)	Last 3 years	Last 12 months	Injured casualties	as a % the of population ⁵
All adults ¹²	68,397	3.9	1.8	212,902	0.4
Males	32,555	4.2	2.0	123,369	0.4
Females	35,842	3.5	1.6	89,503	0.3
Age 16-19	4,267	4.4	2.5	30,415	1.0
Age 20-24	4,660	6.2	2.7	32,162	0.8
Age 25-29	4,793	6.0	3.1	24,870	0.6
Age 30-39	10,956	4.9	2.4	42,828	0.5
Age 40-49	12,555	4.3	1.9	35,454	0.4
Age 50-59	10,697	3.1	1.4	22,187	0.3
Age 60+	20,469	1.8	0.8	24,986	0.2
Children ³⁴	4,076	1.4	0.7	24,260	0.2

¹ Includes casualties aged 16 years or over only

² Includes casualties where the age/gender were not recorded in STATS19

³ Aged < 16 years

⁴ Based on 2010 data only - new question in NTS

⁵ Based on 2004/10 population average

Source: STATS19, National Travel Survey (Tables NTS0623 and NTS0625) and Office for National Statistics population estimates

Reporting to police

- According to NTS respondents, police were aware of 59 per cent of all injury road accidents.
- Of injury accidents which the police became aware according to NTS respondents, the majority (74 per cent) were cases where the police attended the scene. This is comparable to 82 per cent of police attendance recorded in STATS19.

Road user type

Chart 2 presents the main road user groups of adults injured in road accidents comparing respondents of NTS and casualties recorded in STATS19.

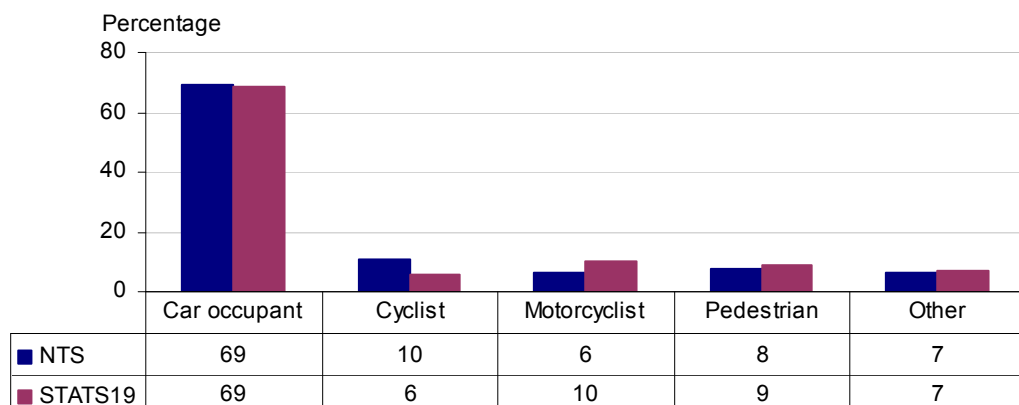
- The majority of survey respondents reporting involvement in injury road accidents were car occupants, consistent with STATS19 (Chart 2),
- Pedal cyclists accounted for a higher proportion of reported casualties in NTS (10 per cent) than in STATS19 (6 per cent). This corresponds to lower level of pedal cycle accidents reported to the police that is known to affect STATS19 (for further details please see the article titled Hospital admissions data on road casualties in this report²)

² Hospital admissions data on road casualties:

<http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010/rrcgb2010-06.pdf>

Chart 2: Road user type of adults injured in road accidents: NTS (2007/10) based on the details of road accidents in the past three years and STATS19 (2004/10 average)

(RAS web table RAS54001, NTS web table NTS0624)



Source: STATS19, National Travel Survey (sample size: 1,953) Table NTS0624.

Injuries sustained and medical treatment

- Whiplash was the most commonly reported injury among NTS respondents who were injured in a road accident in the previous three years (Table 3).
- Most respondents who reported injuries sustained in road accidents sought some form of medical attention (77 per cent), with 42 per cent of respondents having treatment at Accident and Emergency.
- Around a third of NTS (33 per cent) respondents, who reported injuries in an accident in the past three years, reported having a serious injury based on the STATS19 definition. This includes respondents who reported having one or more 'serious' injuries as well as respondents who had 'slight' injuries but reported an overnight stay in hospital. The proportion of adult casualties classified as serious is lower in the STATS19 data (around 11 per cent of injuries are coded serious).

Table 3: Injuries sustained in road accident in the last three years: NTS (2007/10)
(RAS web table RAS54001 or NTS web table NTS0624)

Type of injury experienced ¹	per cent	Medical attention ¹	per cent
Slight		No medical attention	23
Whiplash	56	First aid at roadside	16
Minor bruising or cuts	39	At GP surgery	34
Slight shock	28	At a minor injuries unit	5
Sprains	11	At Accident and Emergency	42
		As an inpatient in hospital	7
Serious		Other	7
Fracture/broken bones	11		
Severe shock	11		
Severe cuts	8		
Concussion	7		
Internal injuries	6		
Crushing	4		
Burns	3		
Other	1		

¹ Percentages sum to more than 100 as more than one answer may be given.

Source: National Travel Survey (sample size 1,953), Table NTS0624

Understanding survey data

Results derived from questions in surveys asking about accident involvement are useful in providing an indication of the total number of road casualties, including those not known to the police. However, as noted in article 5 of previous annual reports, there are several points which should be borne in mind when considering results derived from sample surveys, such as the NTS.

Sampling errors

Sampling errors occur when estimates are derived from a sample of the target population rather than using a census. The results obtained from this sample may differ from those obtained if the entire population were interviewed, or another sample selected.

Sampling errors can be measured using statistical theory to produce confidence intervals around the survey estimates. The NTS involve complex sample design, which means that producing accurate confidence intervals is difficult – but this random fluctuation should still be borne in mind.

Non-sampling errors

Non sampling errors can be attributed to many sources, such as the ability or willingness of respondents to recall information accurately, respondent interpretations, definitional difficulties and non-response bias³. These are typically difficult to quantify and can vary in size and effect between different respondent groups.

Suitability for monitoring trends

Surveys are often designed to identify long term trends and are therefore not always suitable for monitoring or assessing short term changes. In particular, the NTS is not suitable for use in measuring year on year changes in the number of road casualties.

In time however, it is hoped that the NTS data will offer an independent source of information on long term trends in road casualties that can be compared with STATS19.

National Travel Survey follow-up survey

In order to explore the potential effects of some of the possible sources of non-sampling error, Department for Transport commissioned a follow-up telephone survey of NTS respondents who reported that they were injured in a road accident in the last three years. The interviews were conducted by National Centre for Social Research between January 2010 and January 2011.

NTS respondents, who reported being involved in at least one road traffic accident in the past three years in the face to face interview, were followed up in the month after through telephone interviews. Only respondents who were not reported to be upset or distressed in the original NTS survey and gave their permission to be re-contacted were asked to participate in the follow-up survey. There was a relatively high response rate of 70% and a total of 266 respondents were interviewed by telephone.

³ The overall response rate for the NTS is around 60 per cent.

Road accidents outside of the scope of STATS19

STATS19 data collected by the police includes personal injury road accidents involving at least one vehicle which occurred on public highways (including pavements) in Great Britain. Certain road accidents such as those which occur on private roads or public parks are outside the scope of STATS19. While NTS respondents were asked to provide details of only reportable accidents under STATS19, they may interpret this question in different ways. This was explored in the follow up survey, where of the 266 follow-up survey responses:

- 10 accidents were away from the public highway (e.g. car parks or cemeteries).
- 4 out of 14 injured pedestrians were in accidents with no vehicles (i.e. falls).
- 10 respondents reported no injuries in the follow-up survey, having previously reporting injuries in the original survey. A further 6 cases reported shock, with no admission to hospitals as previously reported.
- 1 injury happened in an accident outside Great Britain.

The above cases were not necessarily mutually exclusive, and so may be counted in more than one category. Due to the small number of cases, it is difficult to generalise the results. However, it does provide an indication of the extent to which accidents outside the scope of STATS19 are being captured in the NTS responses. As a broad estimate around 10% of the cases captured by the NTS could be outside the scope of STATS19 (not counting non-collision pedal cycle casualties).

Recall bias

Recall error

Self reported results from NTS depend on the ability and willingness of respondents to recall information accurately.

Respondents may forget accidents that happened during the recall period (omission) or remember the time of the accidents incorrectly (displacement). For example, in NTS, participants were asked about their involvement in injury road accidents in the past 12 months, and in the last 3 years. Participants may bring forward incidents into the one year recall period that actually happened prior to the previous year or displacing back incidents which occurred in the past 12 months into the previous 2-3 year recall period. Omissions may lead to under-reporting and displacement may lead to over-reporting or under-reporting of events.

While such issues are hard to assess, the follow-up survey provides some clues to these biases. It asked respondents to provide the month and year of the most recent accident in which they were injured, and this was used to calculate the time (in months) between the accident and NTS interview. There was some evidence of omission and displacement from the results of the follow-up survey.

Comparing the responses of the original and follow-up surveys, in 25 (of 253) cases, accidents that occurred more than 3 years ago, based on the date provided in the follow-

up survey, were reported as happening in the last 3 years in the original NTS interviews. In addition, 18 accidents which happened within the last 12 months (based on dates) were displaced into the 2-3 year period. There was also some evidence that the figures relating to injuries in the last 3 years may be affected by omissions of accidents.

The comparisons of the results suggest that both displacement (forwards and backwards) and omissions may affect the reported proportion of respondents injured in road accidents. However, it is difficult to examine the precise net effect due to the small sample size of the follow-up survey, and the lack of any information to determine whether responses in the follow-up or original surveys were more accurate.

Last year's estimate of the total road casualties used the proportion of injuries reported by respondents based on their experience of injury road accidents in the last 3 years. While the implications of the above findings are hard to draw out, it does suggest that the 3 year injury proportion may be underestimated. On reflection, our approach in the 2008 article, using the average of the 3 year and 12 months proportions may be a more reasonable estimate and this has been used for this year's estimate.

Recall issues – consistency of response and survey method effects

The follow-up survey also repeated questions regarding injury, medical treatment and police involvement in a different context and using a different survey method (the follow-up survey was carried out by telephone and the NTS interview face to face).

There was 88 per cent consistency between the main and follow up NTS interviews regarding responses on police involvement.

There was a notable difference in the types of injury reported in the follow-up survey (unprompted) compared to the NTS interview (where respondents were asked to choose from a list). There were 71 mentions of serious injuries in the follow-up survey compared to 91 mentions in the original NTS among the same respondents. This suggests choosing from a list may result in respondents overestimating the severity of their injuries, and therefore the figures presented above should be treated with caution.

Estimating the total number of road casualties

Article 5 in last year's report used information from a range of sources, principally the National Travel Survey data, to develop a best approximation for the number of road casualties taking account of under-reporting to the police. Since last year's report was published, the NTS follow-up survey has been completed, and this allowed further refinement to the methods used to estimate the total number of road casualties.

Revised estimates of total number of road casualties

Revised estimates of the total number of road casualties in Great Britain are shown in table 4, with the estimates rounded to the nearest 10 thousand. **The figures may be broadly interpreted as an average annual total number of non-fatal road casualties between 2004 and 2010.**

- Based on the data currently available, our best estimate of the total number of road casualties occurring each year is around 730 thousand, with a range (approximate 95% confidence interval) of 660 thousand to 800 thousand.
- The estimated number of adult casualties is 670 thousand. Just over two-thirds are estimated to be car occupants, and with an estimate of 70 thousand pedal cyclist casualties.
- The principle reason for the large differences in the estimated number of pedal cyclist casualties compared with those recorded in STATS19 is the number of casualties in accidents involving no motor vehicle (of which very few are recorded in the police data). A third of pedal cycle casualty respondents in NTS reported involvement in a single vehicle accident compared to 3 per cent of pedal cycle casualties reported as being in a single vehicle accident in STATS19.

These broad brush figures have been derived as outlined in article 5 of Reported Road Casualties Great Britain: Annual Report 2008, which contains details of the simple methodology and limitations. The following points should be noted:

- Based on the findings of the follow-up survey, using the average of the 3 year and 12 months proportions of injury in road accidents may be a more reasonable estimate than using the 3 year proportion alone as discussed above. So an average has been used for this year's estimate. This change has increased the overall estimate, so that comparison with the previous central estimate (of 700 thousand) is not like for like.
- The follow-up survey has found around 10 per cent of incidents reported by NTS respondents are outside the scope of STATS19. This has been adjusted in this year's overall casualty estimate.

Table 4: Estimates of the annual non-fatal road casualties in Great Britain using National Travel Survey data, compared with casualties recorded in STATS19 (2004/10)
(RAS web table RAS54001)

Number (thousands, estimates rounded to nearest 10 thousand)				
	Central estimate ¹	Approx. 95% Confidence Limits		STATS19 Injured casualties (04/10 avg)
		Lower	Upper	
All road casualties	730	660	800	237
Adults	670	600	730	213
Children	60	20	100	24
Seriously injured	80	50*	110*	27
Slightly injured	650	560*	740*	216
Adult casualties:				
Car occupants	460	410	520	146
Pedal cyclists	70	50	90	12
Motorcyclists	40	20	60	21
Pedestrians	50	30	70	19
Others	40	30	60	14

¹ some figures may not add up to the total due to rounding

* these estimates are not approximate confidence limits, but a range to illustrate the uncertainty around the estimate.

Use and limitations of the estimates

These estimates act as a broad indication of the total number of road casualties in Great Britain, which very roughly illustrates the possible extent to which the STATS19 data are incomplete. However, the limitations of this approximation need to be made clear:

- The overall figure is based on survey data. Whilst we can calculate approximate confidence intervals to allow for sampling variation, it is hard to know the extent to which non-sampling errors affect the figures. If these are large, the estimates presented will be misleading.
- Where there are reasons to suspect that there are non sampling errors affecting the survey data (for example, in the reporting of severity) we have produced illustrative figures loosely based on previous research studies, which may not be representative.
- The nature of these estimates, the way in which they have been produced, the assumptions made and the considerable margin for error all mean that it is not appropriate to produce figures for individual years or to look at trends over time at present, although this may be possible in future.

Background notes

Detailed statistics (tables and charts) on “Survey data on road accidents” can be found on Reported Road Casualties in Great Britain- 2010 Annual Report web page at: <http://assets.dft.gov.uk/statistics/tables/ras54001.xls>

Table number RAS54001.

1. Further information about the Reported Road Casualties Great Britain Annual Report can be found at: <http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010>
2. Notes & Definitions used in STATS19 can be found at: <http://assets.dft.gov.uk/statistics/releases/reported-road-casualties-gb-main-results-2010/reported-road-casualties-gb-main-results-2010-definitions.pdf>
3. Further information about the National Travel Survey, including a copy of the questionnaire, can be found at: <http://www.dft.gov.uk/statistics/series/national-travel-survey/>
4. For a discussion of alternative sources of data on road casualties, including their strengths and limitations, please see article 5 in Reported Road Casualties, Great Britain: 2008 Annual Report - Comparing police data on road accidents with other sources: <http://www2.dft.gov.uk/adobepdf/162469/221412/221549/227755/rrcgb2008articles.pdf>
5. For more details of the methods used to estimate the annual number of road casualties in Great Britain, please see article 5 of our report in 2008 - Comparing police data on road accidents with other sources. The link for this article is given above.

Reported Road Casualties in Great Britain: 2010 Annual Report

Hospital admissions data on road casualties

This article describes road casualties admitted to hospital contained in Hospital Episode Statistics (HES), comparing it with serious injuries reported to the police in the STATS19 system. Information contained in HES which is unavailable from STATS19 is also explored.

- In 2010 there were around 36 thousand recorded emergency admissions to hospitals in England resulting from road traffic accidents, compared to 20 thousand serious injuries reported in STATS19. Although police and hospital data are not directly comparable, this illustrates the incompleteness of the police data for non-fatal casualties.
- Comparison of trends shown by police and hospital data is difficult, and there are known factors affecting patterns shown by the hospital data. However, with caution, HES can provide a useful secondary source of trend data, providing further evidence of a fall in casualties in recent years.
- Around two thirds of road casualties admitted to hospital and linked to the STATS19 data (linked STATS19 and HES data for 1999-2009) have minor or moderate injuries (MAIS 1 or 2). The majority (49 per cent) of these road casualties suffered from a fracture as a primary injury. The most commonly injured primary body regions include head and leg.
- Using the linked STATS19 and HES data, the proportion of car occupants with minor injuries was higher in the newest cars, suggesting less severe injuries for occupants of newer cars. For example the proportion of MAIS 1 injuries was 34 per cent for occupants of cars aged 1-4 years, and 29 per cent for occupants of cars aged 10 years or older.

Introduction

For many years the police have provided data on road accidents involving casualties reported to them, under the STATS19 system. This source provides almost all the road safety data in the annual reports. In the mid-1990s it became possible to identify road traffic casualties admitted to hospital as inpatients in England from the HES database. HES admissions data provide further useful information on road casualties, and are the focus of this article.

The coverage and trends in road accidents from the police and hospital sources differ in a number of ways, and care should be taken in making comparisons. In previous reports we have explained the differences between the two data sources and issues affecting the quality of HES data. In particular, article 5 of Reported Road Casualties Great Britain: 2008 summarised the strengths and weaknesses of various data sources of road casualty.

Part 1: Comparing HES and STATS19 data on road casualties

Background

The HES inpatient database is compiled by the Information Centre for Health and Social Care (IC). It contains data on inpatient admissions to hospitals in England¹. Each record represents an episode of care under a particular consultant, and contains clinical details of the patient's condition, coded to the International Classification of Diseases 10th revision (ICD-10)². This coding allows inpatients whose injuries have been caused by a road traffic accident to be identified.

There are many definitional differences between HES and STATS19; for example, HES covers only patients admitted to a hospital bed whereas STATS19 casualty records relate to those injured in traffic accidents on the public highway that become known to the police. However, it is possible to filter the HES data so that it is broadly comparable with STATS19. Annex A provides some details of the HES data used in this article, and some factors that should be taken into account when interpreting the figures.

The police definition of serious injury covers casualties admitted to hospital, as well as those with specific types of injury (for example fractures or severe cuts). This means that in theory all patients in HES admitted following a road traffic accident should also appear as seriously injured casualties in the police data. However, in practice not all road casualties are reported to the police. In addition, there is evidence that in some cases casualties that meet the definition of a serious injury are only recorded by the police as having slight injuries³. The following comparisons are based on STATS19 serious injuries and HES emergency road traffic accident admissions, except where otherwise stated.

Comparing numbers and characteristics of casualties in HES and STATS19: 2010

Table 1 shows the number of seriously injured casualties in STATS19 in England and provisional figures for the number of **non-fatal** emergency road traffic admission episodes recorded in HES in 2010. Note that the figures are not directly comparable – the police definition of serious injury is wider than hospital admissions, and many of those who attend hospital will not become known to the police.

- It has long been acknowledged that not all road casualties become known to the police³, and these figures illustrate this. The number of road traffic admissions recorded in HES (36 thousand in 2010) is nearly twice the total number of serious injuries in STATS19 (20 thousand).
- The number of pedal cyclist admissions in HES is more than three times the number of seriously injured casualties in STATS19, and for child pedal cyclists the HES figure is more than six times larger (Table 1). Pedal cyclist casualties involving no other vehicles account for the majority of the discrepancy between STATS19 and HES, with HES recording a much higher proportion of casualties from such accidents (67 per cent of all pedal cyclist casualties in HES compared to 7 per cent in STATS19). In HES, casualties

¹ HES website: <http://www.hesonline.nhs.uk/Ease/servlet/ContentServer?siteID=1937&categoryID=87>

² ICD website: <http://www.who.int/classifications/apps/icd/icd10online/>

³ See for example Road Safety Research Report No. 69: Under-reporting of Road Casualties Phase 1 <http://www2.dft.gov.uk/pgr/roadsafety/research/rsrr/theme5/underreportingofroadcasual.pdf>

were assumed to have been involved in a traffic accident unless otherwise stated. Therefore, it may be possible that HES over-estimates the number of cyclists admitted after road traffic accidents. This is likely to affect the cyclist figures more than other vehicle types as cyclists are more likely to have been off-road.

- Despite the difference in the number of casualties recorded, the two datasets show broadly similar distributions in terms of the sex and age group of casualties from road traffic accidents. The most notable exception being that a considerably higher proportion of pedal cyclist casualties in HES are children (Table 1). Chart 1 illustrates the number of casualties recorded in STATS19 and HES by age group, for the main road user groups.
- STATS19 and HES show a similar pattern by month of occurrence of accidents and admissions (Chart 2). Again, the most notable difference is for cyclists. This is unsurprising since cyclists are the least well reported user group in STATS19, and there are differences in the types of pedal cycle accident covered in the two data sources.

Overall, these comparisons suggest that both data sources cover a broadly representative (though different) subset of the more seriously injured road casualties in England. HES inpatient data provides no information on slightly injured casualties and only includes fatalities that died in hospitals. STATS19 also provides information on fatalities who did not die in hospitals, those with less severe injuries, and more detailed information on accident circumstances that are not available in HES.

Table 1: Comparison of emergency road traffic hospital admissions (HES) and police recorded seriously injured road casualties (STATS19): England 2010
(RAS web table RAS55001)

Please note: figures are not directly comparable (see text) Number/percentage

	Pedestrians		Pedal cyclists		Motorcyclists		Car occupants		All road users ¹	
	HES ^P	S19	HES ^P	S19	HES ^P	S19	HES ^P	S19	HES ^P	S19
Total	7,027	4,551	7,476	2,456	6,007	4,240	12,788	7,541	36,184	19,702
Other vehicle involved	6,784	4,551	2,273	2,276	2,930	3,157	7,051	5,154	19,590	11,416
No other vehicle	0	0	4,605	180	2,519	1,083	4,571	2,387	12,875	8,286
Unknown	243	0	598	0	558	0	1,158	0	3,719	0
% Other veh. (of known)	100	100	33	93	54	74	61	68	60	58
% No other veh. (of known)	0	0	67	7	46	26	39	32	40	42
Male	4,373	2,702	5,985	1,999	5,473	3,883	6,975	4,281	24,576	13,479
Female	2,654	1,849	1,491	457	532	357	5,802	3,259	11,603	6,222
% Male	62	59	80	81	91	92	55	57	68	68
% Female	38	41	20	19	9	8	45	43	32	32
Age 0-15	2,130	1,401	2,141	351	165	36	645	287	5,245	2,121
Age 16-64	3,654	2,326	4,778	1,930	5,656	4,062	9,502	6,060	25,437	15,028
Age 65+	1,231	739	547	135	178	95	2,619	1,066	5,452	2,232
% Age 0-15	30	31	29	14	3	1	5	4	14	11
% Age 16-64	52	51	64	79	94	96	74	80	70	76
% Age 65+	18	16	7	6	3	2	20	14	15	11

P Provisional data.

¹ Includes other road user types and cases where road user type is unknown.

Chart 1: STATS19 seriously injured road casualties and HES emergency road traffic admissions by age and road user type: England 2010

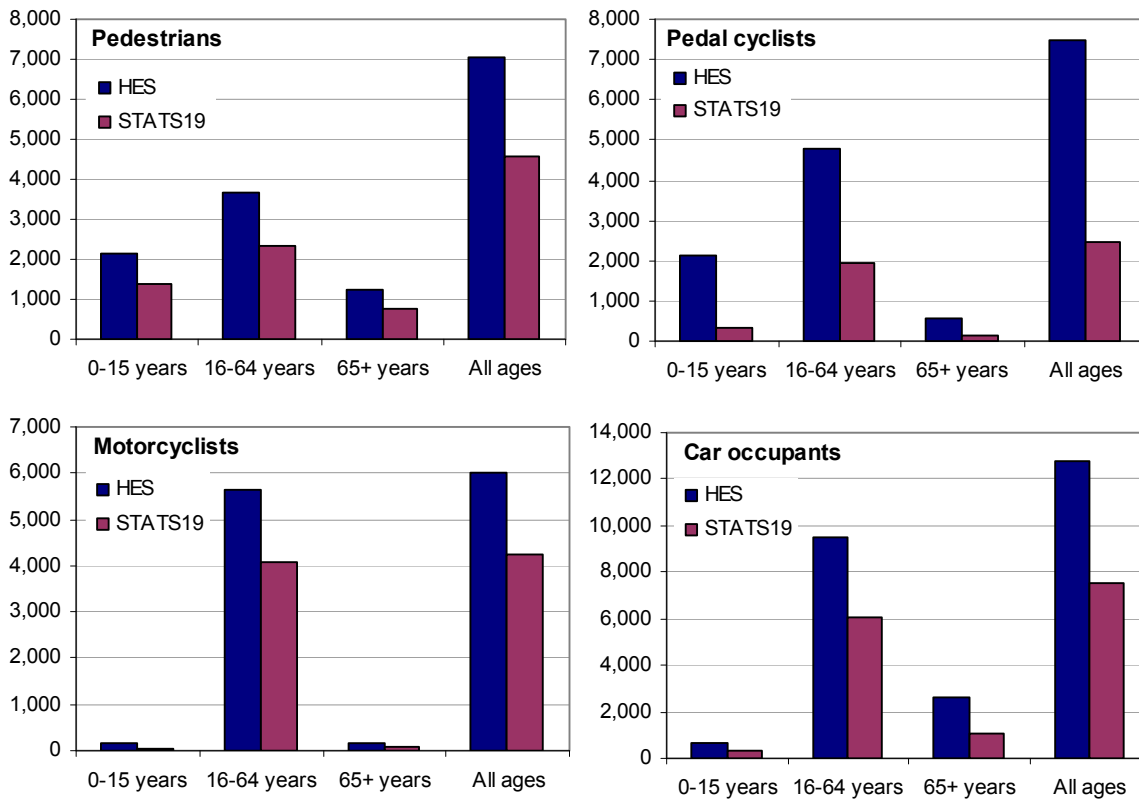
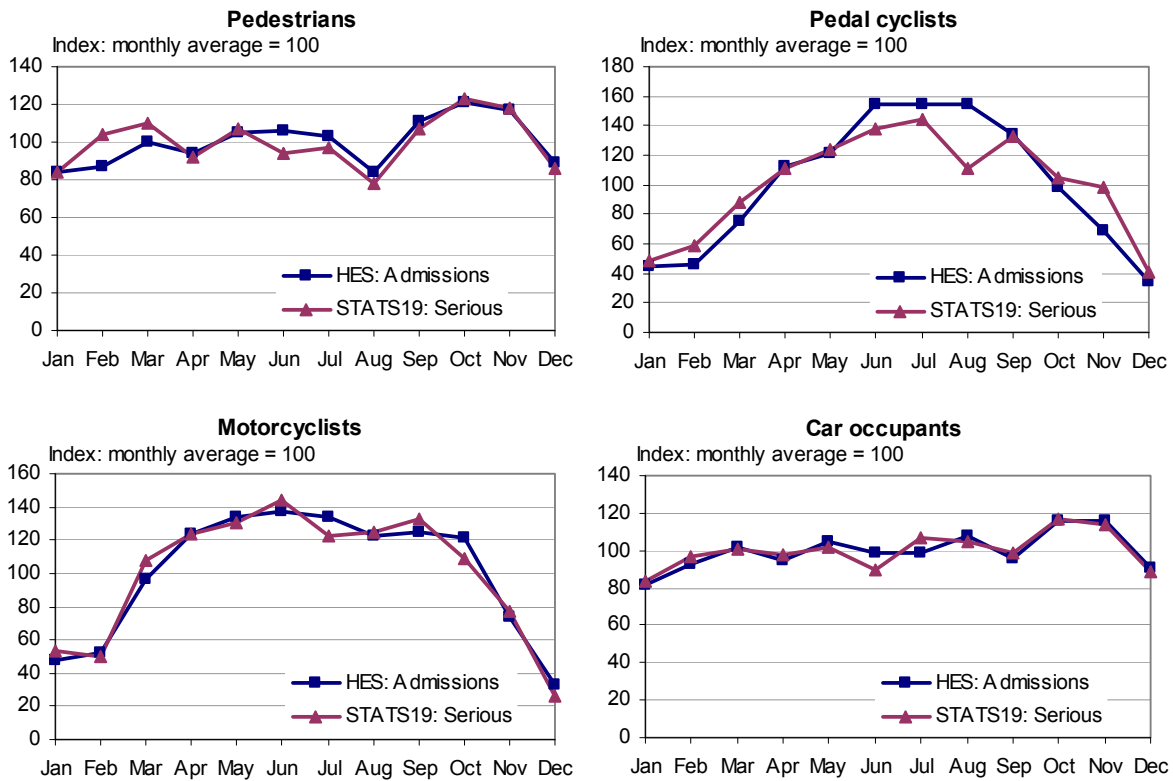


Chart 2: STATS19 seriously injured road casualties and HES emergency road traffic admissions by month and road user type: England 2010



Comparing trends shown by STATS19 and HES 2000 – 2010

The previous section illustrates the difference in the **number** of casualties recorded in the STATS19 and HES datasets. However some **trends** shown by the two sources are also different. It is likely that the difference is the result of a number of factors, and we have explored a number of these in previous reports. For example, there have been a number of known changes in hospital practices and data systems in recent years. Our 2006 report⁴ considered factors affecting the HES data, which mean care is needed when using it for trend analysis.

Chart 3 presents the latest trends in STATS19 recorded seriously injured road casualties and HES emergency road traffic admissions for England. Please note that the two groups are not directly comparable.

- Between 2009 and 2010, the number of emergency road traffic admissions in HES and serious injuries in STATS19 fell around the same percentage (7 per cent reduction in HES and 8 per cent reduction in STATS19). The HES figure is based on provisional data (see Annex A) so should be treated with caution.
- Overall, STATS19 shows a continuous fall in serious injuries while admissions recorded in HES had diverging patterns during certain periods (Chart 3), most notably between 2002 and 2005. Over this period, STATS19 recorded a 19 per cent reduction in seriously injured road casualties while HES recorded a 14 per cent increase in admissions. Both sources show reductions between 2000 and 2002 (a 5 per cent fall by STATS19 and a 2 per cent fall by HES), between 2005 and 2008 (12 per cent and 9 per cent falls respectively) and similar reductions were seen in the most recent year.

As discussed in previous years' articles, the increase in admissions between 2002 and 2005 appears to be associated with changes in hospital practices, in particular an increase in the proportion of inpatients admitted for short periods. This is likely to relate to increasing numbers being admitted to short-stay wards from Accident and Emergency for observation and assessment. Therefore, the trend shown by HES in Chart 3 probably does not equate to a genuine rise in serious road casualties. Chart 4 shows the trends in emergency road traffic admissions by length of stay⁵, based on the initial episode of hospital treatment following admission.

- Chart 4 shows between 2000 and 2010 the number of 0 day emergency admissions increased by 111 per cent, compared with an 8 per cent fall in one day admissions and a 31 per cent fall in the number of patients admitted for two or more days. This compares with a reduction of 42 per cent in serious injuries in STATS19 over the same period.
- The number of emergency road traffic accident admissions for zero days (i.e. not overnight) has increased continuously between 2000 and 2009 (Chart 4). There has been a 3 per cent fall in such admissions for the first time between 2009 and 2010.

⁴ See article 6 published in Road Casualties Great Britain 2006 for details:

<http://webarchive.nationalarchives.gov.uk/+http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgreatbritain2006>

⁵ This is based on the length of the admission episode in HES, which in around 10 per cent of cases will understate the actual length of spell in hospital. See Annex A for further details.

Chart 3: STATS19 seriously injured road casualties and HES emergency road traffic admissions: England 2000-2010

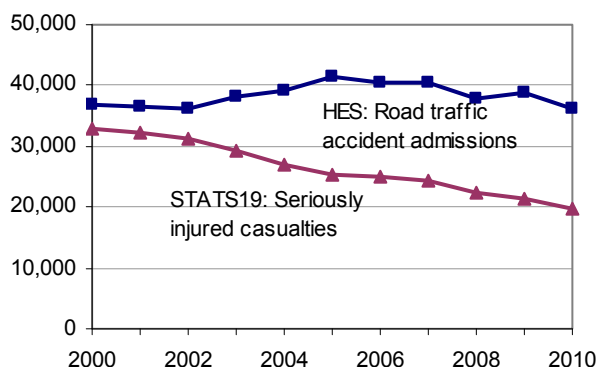
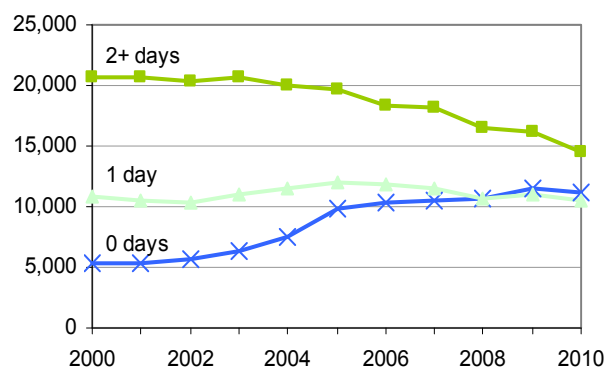


Chart 4: Emergency road traffic hospital admissions by length of episode: HES 2000-2010



The following analyses are focused on hospital road traffic admissions of two or more days. The focus has shifted slightly partly because the trends in the most seriously injured casualties are of particular interest in road safety, and these casualties are more likely to require longer hospital stays. In addition, longer admissions may be of greater stability since they should be less affected by changes in hospital practices.

In summary, admissions of two or more days should provide a better indication of the underlying trends in the incidence of more serious road casualties than the total number of admissions in HES. Chart 5 shows the trends in fatalities and serious injuries in STATS19, and emergency road traffic admissions for two or more days in HES.

- Until 2005, STATS19 serious injuries fell more quickly than HES emergency road traffic admissions for two or more days, but since then they have followed a similar trend (Chart 5). Admissions fell by 27 per cent between 2005 and 2010, while STATS19 serious injuries fell by 22 per cent over this period.
- Admissions lasting two or more days have generally followed a more similar trend to STATS19 fatalities over the last decade, although the falls in fatalities seen in the last three years have not been matched by HES.

Chart 5: STATS19 serious injuries and fatalities, and HES emergency road traffic admissions for 2 or more days: England 2000-2010

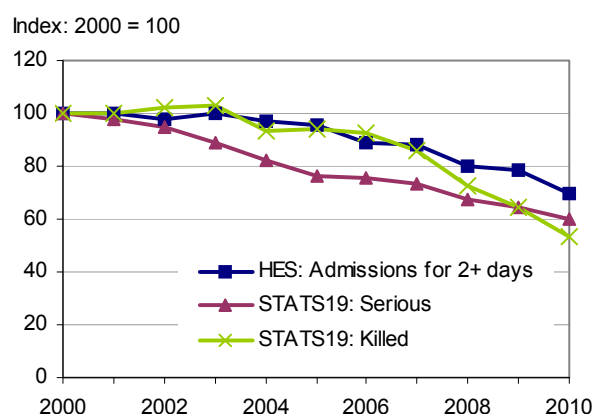
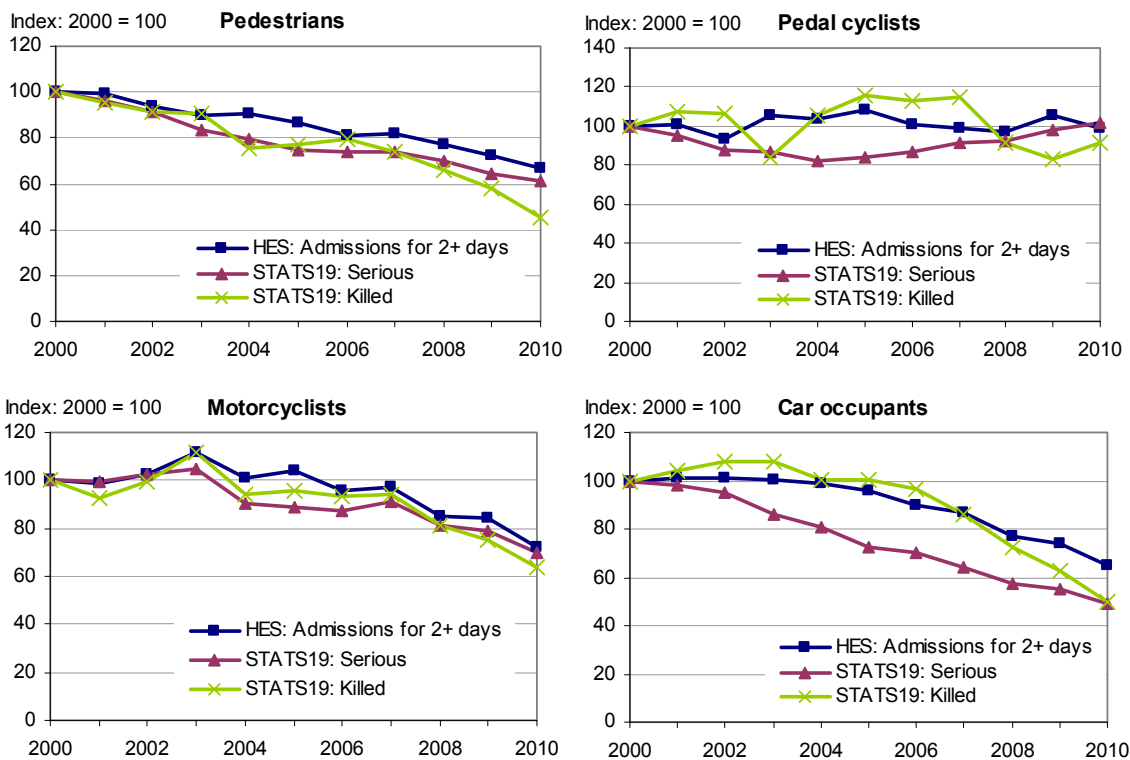


Chart 6 shows the trends in fatalities and serious injuries in STATS19, and emergency road traffic admissions for two or more days in HES for the main road user groups.

- Pedestrian and motorcycle user admissions have very broadly followed similar trends to both serious injuries and fatalities in STATS19. However, the reductions in pedestrian fatalities in the previous two years were not matched by HES admissions of two or more days.

- Car occupant admissions have followed a trend more similar to fatalities than serious injuries over the last decade (although it has become more similar to serious injuries in recent years). Pedal cyclist HES admissions follow a different trend to serious injuries in STATS19, although as noted above there are differences in coverage in these two datasets.

Chart 6: STATS19 serious injuries and fatalities, and HES emergency road traffic admissions for 2 or more days by road user type: England 2000-2010



Changes in hospital admissions and recording practices would also affect all other hospital admissions as well as road traffic accident admissions. Chart 7 shows emergency road casualty admissions as a proportion of all emergency injury admissions.

- The proportion of all emergency injury admissions made up by road casualties has fallen steadily over the past ten years, from 6.1 per cent in 2000 to 3.7 per cent in 2010. Among those admitted for two or more days the equivalent proportion fell from 6.8 per cent to 3.9 per cent.
- The above suggests a reduction in the incidence of more seriously injured casualties. However, this could be affected by trends in other causes of injury (such as falls and assaults).

Chart 7: Emergency road traffic admissions as a proportion of all emergency injury admissions: HES 2000-2010

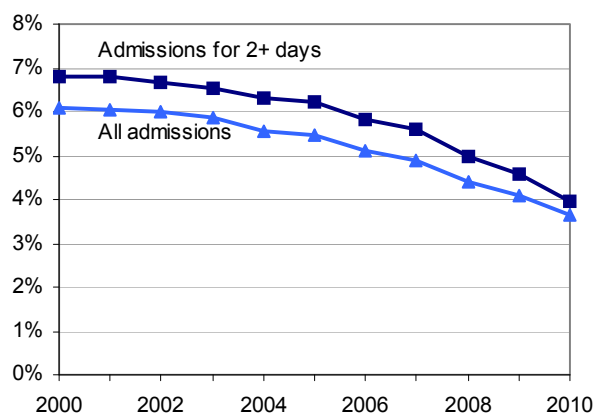


Table 8: HES emergency road traffic admissions and STATS19 seriously injured road casualties: England 2006-2010 (RAS web table RAS55001)

Please note: figure are not directly comparable (see text) Number (thousands)/percentage

	2006	2007	2008	2009	2010 ^P	Change from:	
						2006	2009
Hospital Episode Statistics: Emergency admissions¹							
All admissions ²	4,579.0	4,626.6	4,826.7	5,055.5	5,155.9	13	2
All injury admissions ²³	794.8	825.0	862.8	945.0	988.7	24	5
All road traffic accident admissions							
All road casualties	40.5	40.3	38.0	38.8	36.2	-11	-7
Pedestrians	7.7	7.8	7.4	7.2	7.0	-8	-2
Pedal cyclists	6.8	6.9	6.9	7.6	7.5	10	-2
Motorcyclists	7.3	7.4	6.7	6.8	6.0	-18	-12
Car occupants	14.9	14.5	13.7	13.9	12.8	-14	-8
Male ⁴	28.1	28.0	25.9	26.6	24.6	-12	-8
0-15 years	4.4	4.3	3.8	4.0	3.6	-18	-9
16-64 years	21.4	21.3	19.6	20.0	18.4	-14	-8
65+ years	2.2	2.4	2.4	2.6	2.5	13	-4
Female ⁴	12.5	12.4	12.1	12.2	11.6	-7	-5
0-15 years	2.0	1.9	1.7	1.6	1.6	-19	0
16-64 years	7.7	7.8	7.5	7.5	7.1	-9	-6
65+ years	2.8	2.7	2.9	3.0	2.9	5	-3
Road traffic accident admissions for episodes of 2 or more days							
All road casualties	18.4	18.2	16.5	16.2	14.5	-21	-11
Pedestrians	3.9	3.9	3.7	3.5	3.2	-18	-8
Pedal cyclists	2.6	2.6	2.5	2.8	2.6	-2	-6
Motorcyclists	4.2	4.2	3.7	3.7	3.1	-25	-15
Car occupants	6.1	5.9	5.2	5.0	4.4	-27	-12
Male ⁴	12.8	12.8	11.4	11.2	9.8	-24	-12
0-15 years	1.5	1.4	1.2	1.2	1.0	-31	-17
16-64 years	10.2	10.1	9.0	8.7	7.6	-25	-12
65+ years	1.2	1.3	1.3	1.3	1.2	0	-6
Female ⁴	5.5	5.4	5.1	5.0	4.6	-16	-8
0-15 years	0.7	0.6	0.5	0.5	0.5	-27	-1
16-64 years	3.3	3.3	3.0	2.9	2.6	-21	-11
65+ years	1.6	1.6	1.6	1.6	1.6	-2	-3
STATS19: Seriously injured casualties							
All road casualties	24.9	24.2	22.3	21.3	19.7	-21	-8
Pedestrians	5.5	5.5	5.2	4.8	4.6	-17	-5
Pedal cyclists	2.1	2.2	2.2	2.4	2.5	17	3
Motorcyclists	5.3	5.6	4.9	4.8	4.2	-20	-12
Car occupants	10.8	9.8	8.8	8.4	7.5	-30	-10
Male ⁴	17.4	16.9	15.4	14.9	13.5	-22	-9
0-15 years	1.7	1.7	1.5	1.5	1.4	-20	-7
16-64 years	14.2	13.8	12.6	12.1	10.9	-24	-10
65+ years	1.1	1.1	1.1	1.1	1.0	-8	-3
Female ⁴	7.5	7.4	6.9	6.5	6.2	-17	-3
0-15 years	0.9	0.9	0.8	0.7	0.8	-19	3
16-64 years	5.2	5.1	4.7	4.4	4.2	-19	-6
65+ years	1.2	1.2	1.2	1.2	1.2	-2	2

P Provisional data. HES data for the 2009/10 financial year is provisional. All STATS19 data is final.

1 Finished inpatient admission episodes excluding in-hospital deaths.

2 Figures may be slightly different to previously published

3 Episodes with an external cause of injury recorded (ICD-10 codes V01 to Y98).

4 Includes cases where age is not recorded.

Table 8 above summarises the HES and STATS19 serious injury data on road casualties between 2006 and 2010. In general (with the exception of pedal cyclists) the patterns shown are **broadly** similar. For example both data sources show car occupants having greater reductions than other road users, and both show children having larger reductions in recent years than adults.

Part 2: Linking STATS19 and HES data

As outlined in previous reports, the Department for Transport has undertaken work to link data from STATS19 and HES at individual record level. This brings together the details of accident circumstances and vehicles involved contained in STATS19 with the information about injuries sustained found in HES, creating a rich source for research.

Table 9 shows the latest results of the data linkage, including previously unavailable data, from 1999 to 2009. Over the period for which data has been linked, around a third of HES records have been linked to STATS19, with a similar proportion of STATS19 serious records linked to HES.

The trends in the number and proportion of STATS19 records linked are affected by an improvement in the quality and completeness of data for the linkage variables, in particular better recording of casualty postcode in STATS19. For further details of the linking methodology or extracts of the linked dataset for research, please contact roadacc.stats@dft.gsi.gov.uk

Table 9: Results of linking STATS19 and HES data: England 1999 – 2009
(RAS web table RAS55001)

		Number (thousands)/percentage											
		1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	99-09
STATS19 serious	Linked records	9.3	10.2	10.3	10.0	9.9	10.0	10.3	10.3	10.8	10.0	10.1	111.2
	Total records	33.7	33.0	32.2	31.3	29.3	27.1	25.2	24.8	24.2	22.2	21.3	304.2
	% Matched	27	31	32	32	34	37	41	42	45	45	47	37
STATS19 slight	Linked records	6.1	6.6	6.8	6.5	7.1	7.6	8.2	8.0	8.0	7.5	8.0	80.2
	Total records	248.5	249.9	244.6	234.8	225.6	219.0	212.1	200.7	192.7	179.6	173.4	2,380.9
	% Matched	2	3	3	3	3	3	4	4	4	4	5	3
STATS19 all injuries	Linked records	15.3	16.8	17.1	16.5	17.0	17.6	18.6	18.3	18.8	17.5	18.0	191.4
	Total records	282.2	282.8	276.8	266.0	254.9	246.0	237.3	225.6	217.0	201.8	194.7	2,685.1
	% Matched	5	6	6	6	7	7	8	8	9	9	9	7
Hospital road transport admissions¹	Linked records	15.3	16.8	17.1	16.5	17.0	17.6	18.6	18.3	18.8	17.5	18.0	191.4
	Total records	52.3	51.1	50.1	49.6	53.0	54.3	57.9	56.8	56.5	56.2	60.0	597.9
	% Matched	29	33	34	33	32	32	32	32	33	31	30	32

¹ The total number of records relates to files provided by the NHS Information Centre, and includes all road transport accidents, including those recorded as non-traffic accidents. Some cleaning of the data was carried out prior to matching and this means that totals will be different from HES figures published elsewhere.

Maximum Abbreviated Injury Scale

Severity of injury is known to be prone to misclassification in STATS19 due to the difficulties of such assessment by non experts at the scene of the accident. In addition, STATS19 does not distinguish between different injury severities of casualties admitted to hospital.

The Maximum Abbreviated Injury Scale (MAIS) was used to further investigate injury severity using the matched dataset. This is an internationally recognised method of measuring injury severity used in crash investigations. The scale runs from 0 to 6, signifying no injury through to maximum injury. For further details of MAIS please see Annex B.

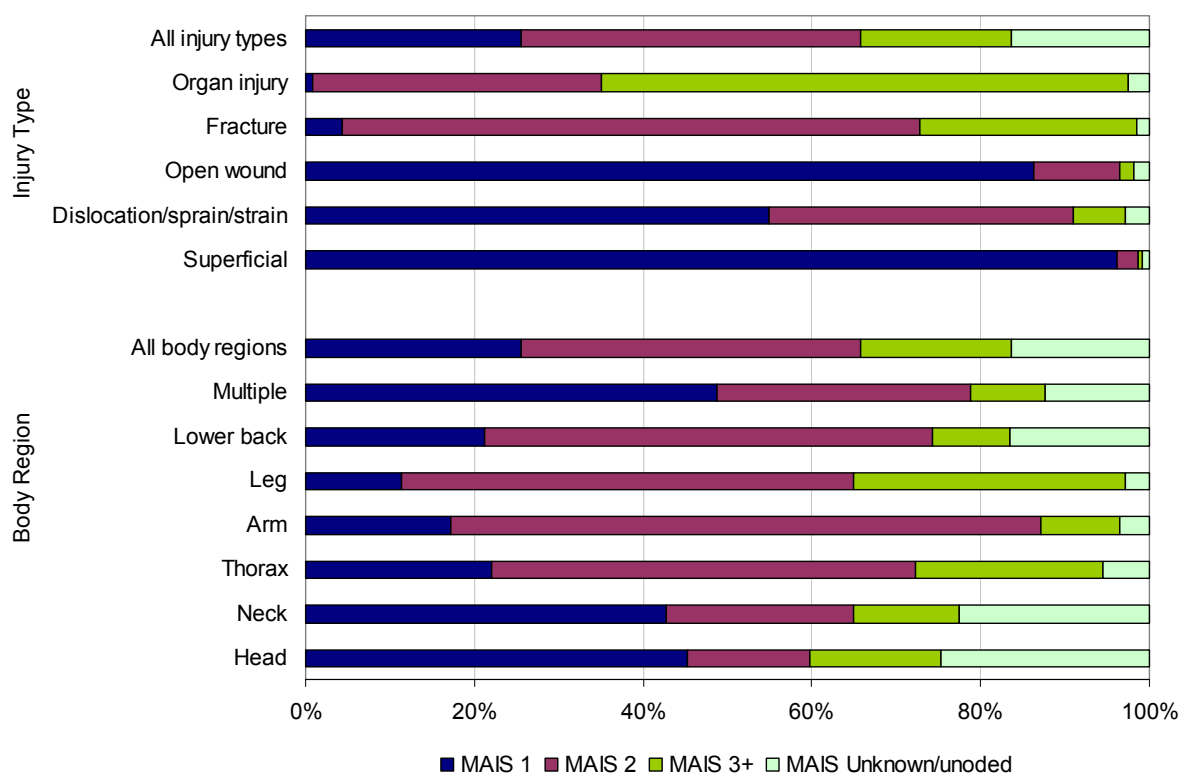
Body region, injury type and injury severity of road casualties

The body region and injury type of road casualties were derived from the primary diagnosis if the ICD-10 code identified an “injury/poisoning/certain other consequences of external causes” (S and T codes of ICD-10). Most road traffic casualty admissions (98 per cent) had a S or T primary diagnosis code.

Chart 10 presents the proportion of casualties in the linked dataset (1999-2009) with selected primary injury types and body regions by injury severity.

- The majority of road casualties in the linked dataset had either minor (MAIS 1 - 26 per cent) or moderate (MAIS 2- 40 per cent) injuries. Sixteen per cent have a serious (MAIS 3 or above) or graver injury according the MAIS. The remaining casualties had unknown or uncoded MAIS.
- Based on the primary diagnosis, the majority of road casualties sustained a fracture (49 per cent), although the actual percentage may be higher if other diagnoses were also considered. Head and leg were the most common primary body regions injured, both representing just under 30 per cent of all primary injuries.
- Not unexpectedly, individuals with superficial primary injuries, also had the highest proportion (96 per cent) of minor injuries overall (MAIS 1). Casualties admitted to hospital with a primary injury of organ or internal injuries had the highest proportion (62 per cent) of MAIS 3 or higher.
- Road casualties with primary injuries to the leg region had the highest proportion (32 per cent) of MAIS 3 or higher, followed by primary injuries to the thorax (22 per cent). Perhaps unexpectedly, primary injuries to multiple body regions and head injuries had the highest proportions of MAIS 1 (49 per cent for multiple body regions, and 45 per cent for head injuries). This may be potentially due to difficulties in assessing the seriousness of injuries to these body regions at the scene of the accident, leading hospital admissions as a precautionary measure. However, no details were available in this dataset to confirm this hypothesis.
- The pattern of the overall injury severity based on the primary body region of injury was more unexpected compared to the relationship based on the primary injury type; for example, the high proportion of minor injuries (MAIS 1) among casualties with head injuries. It may be harder for paramedics to quickly assess injury severity to body regions at the scene of the accident. Once admitted to hospital, doctors may able to use the primary injury type to make a rapid assessment of the expected MAIS of the patient.

Chart 10: Proportion of road casualties with selected injury type, and to selected body regions by injury severity in the linked STATS19 and HES data: England 1999- 2009
(RAS web table RAS55001)



Severity of injury by road user type and age group

For the following analysis, the road user type is derived from STATS19 data, while the age of the casualties is derived from HES data. These different sources were considered to give more accurate information on the road user type and age.

Table 11 presents the proportion of road casualties in the linked dataset, in each MAIS group.

- Motorcycle users have the highest proportion of serious injuries, 24 per cent have MAIS of three or more (Table 11). The corresponding figure for all road users is 18 per cent.
- Car occupants have the highest proportion of minor injuries (MAIS 1), 30 per cent of all injuries sustained. This is higher than the average for all road users (26 per cent).

Table 11: Road casualties by MAIS group for linked STATS19 and HES data: England 1999-2009
(RAS web table RAS55001)

MAIS code	Percentage/ Number				
	Pedestrians	Pedal cyclists	Motorcycle users	Car occupants	All road users ¹
1	25	28	15	30	26
2	43	39	52	34	40
3+	19	18	24	14	18
Total number of casualties ²	48,685	15,205	36,610	83,331	191,442

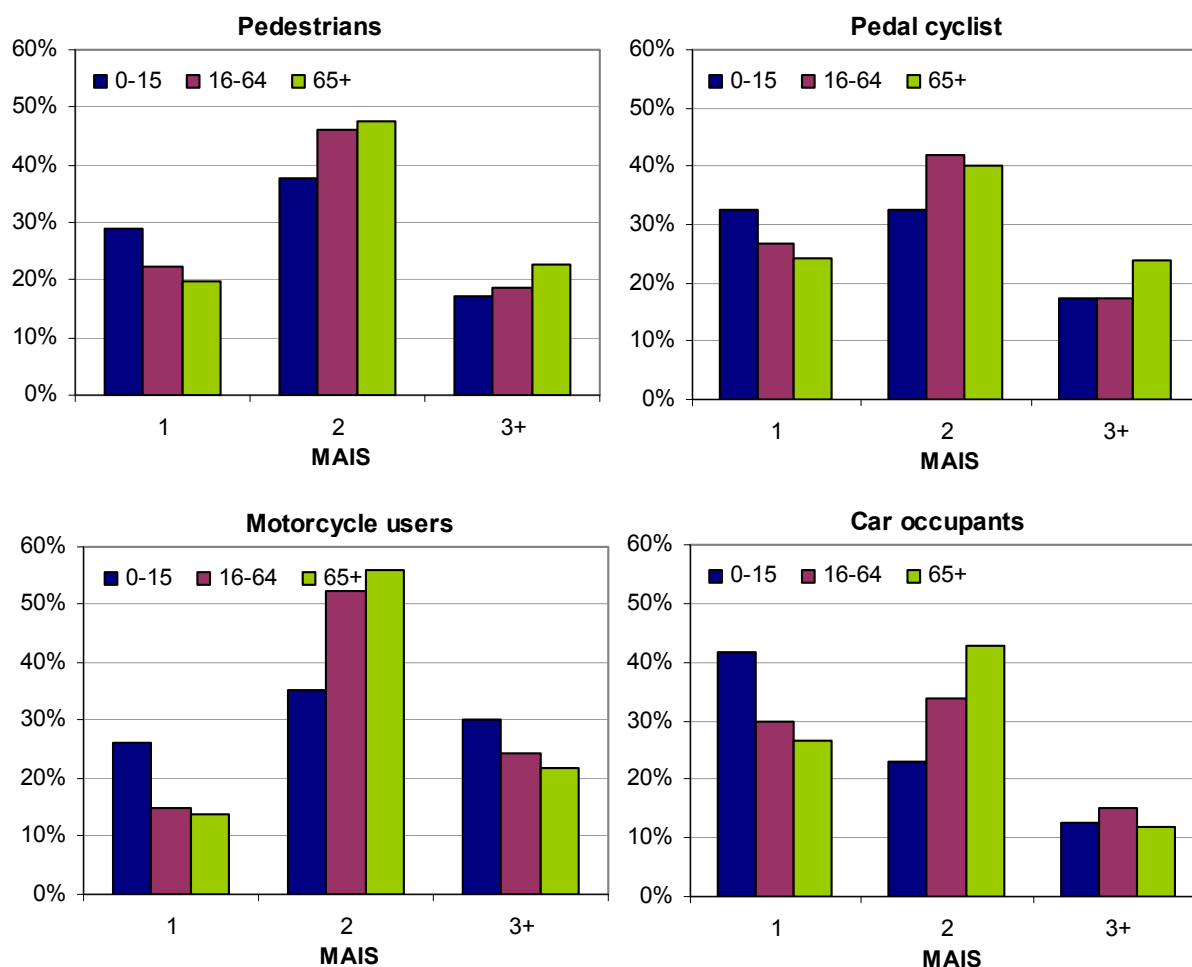
¹ include other road user types including cases where road user type is now known

² include cases where the AIS is unknown or uncoded.

Chart 12 presents the proportion of road casualties in different severity group by main road user type and age group.

- Of road casualties who were admitted to hospital, children (aged 0-15 years) were more likely to have minor overall injuries (MAIS 1) compared to other ages for all user groups shown (Chart 13). This may be because children are more likely to be admitted to hospital as a precaution.
- Similar to all ages combined, injured children were most likely to have minor injuries (42 per cent) as car occupants, and most likely to have a MAIS of three or higher as motorcycle users.
- Generally, injured casualties over 65 have a higher likelihood of sustaining graver injuries (MAIS 2 /3+) compared to other age groups. This may be because they are generally more vulnerable to the hazards associated road accidents. The exception was for motorcycle users, where the risk of serious injuries (MAIS 3 or higher) decreased with increasing age.

Chart 12: Proportion of road casualties in different MAIS group by main road user type and age group, linked STATS19 and HES data: England 1999-2009



Age of cars and injury severity

Cars have generally become safer over time due to increased use of modern technology, which may prevent road accidents, but also provide better protection against injuries should an accident occur. Therefore, the severity of injuries of car occupants by age of cars was investigated further.

In the following analysis, the age of car was based on the age in 2010. In addition, the analysis was limited to car occupant casualties who were in cars with a known age (84 per cent of all car occupant casualties). For further details please see Annex C

Table 13 presents the severity of the injuries sustained by car occupants in cars of different ages that were involved in road accidents and were matched to hospital data.

- The proportion of car occupants with minor injuries was higher in the newest cars, suggesting less severe injuries for occupants of newer cars. There were more pronounced differences between car aged ten years or older and newer cars. For example the proportion of MAIS 1 injuries was 34 per cent for occupants of cars aged 1-4 years, and 29 per cent for occupants of cars aged 10 years or older.
- It may be possible that the age of car is a measure of other important factors in injury severity rather than improved technology. For example, older cars may have developed more technical faults due to age or be driven on different types of roads, which may also affect the severity of occupant injuries once involved in road accidents. In addition, the driver demographics (e.g. age, sex or socioeconomic backgrounds) may vary between cars of different ages and these different demographics may affect injury severity through driver behaviour and/or other factors.

Table 13: Age of cars by MAIS group of car occupants in the linked STATS19 and HES data: England 1999-2009
(RAS web table RAS55001)

MAIS code	Number/percentage							
	Car ¹ ages ²							
	1-4 years		5-9 years		10-14 years		15 years or older	
	number	per cent	number	per cent	number	per cent	number	per cent
1	1,082	34	4,788	31	7,031	29	7,837	29
2	937	29	4,977	32	8,282	35	9,765	36
3+	354	11	2,101	14	3,493	15	4,009	15
Unknown/uncoded	814	26	3,617	23	5,079	21	5,425	20
Total	3,187	100	15,483	100	23,885	100	27,036	100

1 Includes cars that were fully or probably matched to the DVLA data with a non-missing manufacture year.

2 The age of car in 2010 based on the manufacture year of vehicle.

Part 3: Admissions for non-road traffic accidents

Information on hospital admissions resulting from non-traffic accidents are also recorded in HES. While these accidents are outside the scope of STATS19, they may still be of interest when considering road safety issues. The number of emergency admissions for falls in the street, cyclists in non-traffic accidents and animal riders/occupants of animal drawn vehicles in England in 2010 is shown in Table 14.

- Pedestrians injured in accidents involving a vehicle on the public highway (including footways) are included in STATS19, but pedestrian falls not involving a vehicle are not collected. In 2010 there were over 30 thousand emergency admissions to hospital for falls on the street or highway (Table 14). Of these hospital admissions, over half were to individuals aged 65 or older. This particular age group had more female hospital admissions compared to male admissions, in contrast to other age groups.
- Over 6,400 cyclists were admitted to hospital in 2010 after being injured in a non-traffic accident. Men accounted for 81 per cent of these admissions and just over half were aged under 16 (Table 14).
- In HES, it is not possible to identify whether an animal rider or occupant of an animal drawn vehicle admitted to hospital was injured in a road traffic accident. It is likely the majority of these accidents occurred off public highways. Therefore they were excluded from the figures in the rest of this article when comparing HES road traffic accident admissions with STATS19 casualties. There were around 3,500 such admissions in 2010, of which 85 per cent were female. The type of animal was not recorded but it seems likely that these will mostly be horses.

Table 14: Emergency admissions¹ for falls in the street, cyclists in non-traffic accidents and animal riders or occupants of animal drawn vehicles: HES 2010 (RAS web table RAS55001)

Age group	Gender	Falls on the street/highway ²		Cyclist casualties in non-traffic accidents		Animal riders or occupants of animal drawn vehicles	
		Number	Per cent	Number	Per cent	Number	Per cent
0-15 years	Male	740	2	2,695	42	57	2
	Female	442	1	684	11	652	19
	Total ³	1,182	4	3,379	52	709	21
16-64 years	Male	7,779	25	2,331	36	425	12
	Female	5,490	18	460	7	2,180	64
	Total ³	13,270	43	2,791	43	2,605	76
65+ years	Male	6,190	20	202	3	44	1
	Female	9,865	32	91	1	63	2
	Total ³	16,055	53	293	5	107	3
All ages ⁴	Male	14,743	48	5,229	81	528	15
	Female	15,806	52	1,235	19	2,895	85
	Total ³	30,550	100	6,464	100	3,423	100

1 The figures in this table include casualties who died in hospital as well as those discharged alive.

2 These figures may be under-recorded since the location was unknown in 28 per cent of falls.

3 includes cases where gender was not recorded

4 Includes cases where age was not recorded.

Annex A: HES data used in this article

All HES figures in this article relate to hospital *inpatients*. Inpatients are defined as patients who are admitted to hospital and occupy a bed, including both admissions where an overnight stay is planned and day cases. Those who attend A&E only are not included.

The main unit of recording in HES is the *finished consultant episode* (a period of admitted patient care under one consultant within one healthcare provider). This is not always the same as a single stay (spell) in hospital, because a patient may be transferred from one consultant to another during their stay. In these cases, there will be two or more episode records for the spell of treatment.

A *finished admission episode* is the first period of in-patient care within a spell in hospital. Finished admissions episodes are usually counted against the year in which the episode finishes, but in this analysis we have used date of admission to count them against the year in which they started. Please note that admissions do not represent the number of inpatients, as a person may have more than one admission within one year, although this is likely to have a minimal effect on the overall patterns for road casualty admissions.

This article looks at trends up to 2010. 2010/11 financial year data are provisional and may have been collected before complete data could be provided by the NHS. Counts produced from them are likely to be lower than those generated for the same period in the final dataset, although any shortfalls will be most pronounced in the final two months of the period (February and March 2011) which are not included in this article. There may also be a variety of errors due to coding inconsistencies that have not yet been investigated and corrected.

In Part 1 and Part 3 of this article, the HES figures represent counts of finished admission episodes that were emergency (rather than elective) admissions. Also, episodes relating to individuals dying in hospital have not been included in the analysis in Part 1, in order to give the closest possible comparison with the STATS19 seriously injured category. Figures are based on the calendar year in which a casualty was admitted.

In terms of road casualties, the coding of injury is likely to be more accurate in HES than in STATS19, but coding of location is likely to be less accurate meaning some off-road incidents may be recorded as traffic accidents, or, to a lesser extent, vice versa.

Acknowledgement

We are grateful to the Health and Social Care Information Centre for allowing us to access the HES system. Copyright © 2011, re-used with the permission of The Health and Social Care Information Centre. All rights reserved.

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Annex B: Limitations of MAIS used in the linked dataset

Severity of injury is known to be prone to misclassification in STATS19 due to the difficulties of such assessment by non experts at the scene of the accident. In addition, the serious injury definition in STATS19 includes all admissions to hospitals, which may include injuries on a scale of seriousness. The linked dataset was used to further explore severity of injuries.

An enhanced file was created to supplement the data from STATS19 and HES linked dataset. This includes the Maximum Abbreviated Injury Scale value (MAIS), and the length of stay in hospital which may be used to assess the severity of injuries sustained.

The Abbreviated Injury Scale (AIS)⁶ is an internationally recognised method of measuring injury severity, used in crash investigations. AIS takes account of threat to life as well as permanent impairment. The body is divided into six regions, and an AIS assigned to each region. The scale runs from 0 to 6, which signifies no injury through to maximum injury (Table 15). The maximum of the AIS scores assigned is the Maximum Abbreviated Injury Scale (MAIS) score used to summarise the overall injury.

For the linked STATS19 and HES data, AIS scores using the 1998 revision, were estimated from ICD-10 coding of injury diagnoses using the mapping developed at the University of Navarra for the Apollo project⁷.

Table 15: Abbreviated Injury Scale (AIS)

AIS code	Injury severity
AIS 0	No injury
AIS 1	Minor injury
AIS 2	Moderate injury
AIS 3	Serious injury
AIS 4	Severe injury
AIS 5	Critical injury
AIS 6	Maximum injury

Limitations of the AIS include its lack of ability to predict mortality or outcomes, and it is not a true scale (for example the difference between AIS 1 and AIS 2 is not the same as between AIS 4 and AIS 5). In addition, not all S and T codes of ICD-10 are assigned an AIS score using the mapping method developed for the Apollo project.

Limitations within the linked dataset include the lack of S or T code diagnosis for a small percentage of road traffic hospital admissions. Further, for largely practical reasons, the assignment of MAIS was based on the first six diagnoses out of the 20 codes recorded in HES. However, only around one per cent of total records have more than six diagnoses codes.

It is likely the combined effect of the above factors may underestimate the injury severity in the linked dataset.

While there are some limitations to the derived MAIS, this measure of injury severity is considered to be less affected by hospital admissions practices than the length of hospital stay. Therefore the article focuses on the MAIS as measure of severity in the linked dataset.

⁶ <http://www.aaam1.org/ais/>

⁷ European Center for Injury Prevention, University of Navarra, Algorithm to transform ICD-10 codes into AIS 90 (98 update)

Annex C: Car occupant casualties included in the age of cars analysis

Of the 83,331 car occupant casualties included in the linked dataset, 69,591 (84%) were in cars which were matched to the Driver and Vehicle Licensing Agency's (DVLA) vehicle registration dataset and had a non missing car manufacture year. The age of cars was based on the car age in 2010, and the year of car manufacture was used for this calculation.

The following analysis focuses on these 69,591 casualties only. It is possible that the patterns of injury may be different for casualties in cars with missing data, which are not included in this analysis.

Background notes

Detailed statistics (tables and charts) on "Hospital admissions data on road casualties" can be found on Reported Road Casualties in Great Britain – 2010 annual report web page at:

<http://assets.dft.gov.uk/statistics/tables/ras55001.xls>

Table number RAS55001

1. Further information about the Reported Road Casualties Great Britain Annual Report can be found at: <http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010>
2. Notes & Definitions used in STATS19 can be found at: <http://assets.dft.gov.uk/statistics/releases/reported-road-casualties-gb-main-results-2010/reported-road-casualties-gb-main-results-2010-definitions.pdf>
3. Further information about the Hospital Admissions Statistics can be found at: <http://www.hesonline.nhs.uk>
4. Please contact roadacc.stats@dft.gsi.gov.uk for details of the linkage methodology used in for the linking of STATS19 and HES data or to request extracts of the matched data.

TABLES

Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010>

RAS10002

Reported accidents and accident rates by road class and severity, Great Britain, 1994-98 average, 2003-2010

	Number of accidents/rate per billion miles								
	1994-98 average	2003	2004	2005	2006	2007	2008	2009	2010
Urban roads^{2,3}									
A roads									
Fatal	669	624	527	489	526	469	420	374	307
Fatal and serious	10,461	7,842	7,116	6,440	6,615	6,430	6,149	5,656	5,391
All severities	70,131	61,525	57,708	53,780	50,483	48,661	47,207	45,473	43,697
Rate	1,405	1,202	1,114	1,052	977	956	941	902	875
Other roads⁴									
Fatal	582	520	504	510	500	452	412	347	265
Fatal and serious	12,744	9,551	8,871	8,699	8,682	8,404	7,952	7,448	6,943
All severities	84,901	75,143	72,639	71,570	68,173	64,731	60,354	58,108	54,853
Rate	1,368	1,053	1,019	998	949	881	832	813	793
All urban roads⁵									
Fatal	1,251	1,144	1,031	999	1,026	921	832	721	572
Fatal and serious	23,204	17,393	15,987	15,139	15,297	14,834	14,101	13,104	12,334
All severities	155,032	136,668	130,347	125,350	118,656	113,392	107,561	103,581	98,550
Rate	1,385	1,115	1,059	1,021	961	912	877	850	828
Rural roads^{2,3}									
A roads									
Fatal	1,222	1,222	1,140	1,123	1,127	1,018	858	790	657
Fatal and serious	8,890	7,469	6,932	6,616	6,381	6,119	5,604	5,559	4,931
All severities	39,103	36,797	36,656	34,780	33,555	32,649	29,627	28,676	26,577
Rate	512	425	417	396	376	366	334	325	306
Other roads⁴									
Fatal	634	695	656	615	609	621	515	432	389
Fatal and serious	7,163	6,096	5,745	5,167	5,239	5,093	4,907	4,593	4,125
All severities	33,483	31,559	31,175	29,899	28,546	28,085	26,144	24,654	22,787
Rate	914	778	752	711	654	620	575	558	516
All rural roads⁵									
Fatal	1,856	1,917	1,796	1,738	1,736	1,639	1,373	1,222	1,046
Fatal and serious	16,053	13,565	12,677	11,783	11,620	11,212	10,511	10,152	9,056
All severities	72,587	68,356	67,831	64,679	62,101	60,734	55,771	53,330	49,364
Rate	642	538	525	498	467	451	415	402	376
All roads⁵									
Motorways									
Fatal	152	184	149	176	164	154	136	114	113
Fatal and serious	1,145	1,166	1,047	1,007	953	989	848	798	781
All severities	7,989	8,746	9,072	8,619	8,379	7,976	7,249	6,643	6,500
Rate	165	151	151	143	136	128	117	107	107
A roads									
Fatal	1,893	1,847	1,669	1,612	1,653	1,487	1,278	1,164	964
Fatal and serious	19,393	15,328	14,055	13,063	12,997	12,550	11,755	11,215	10,322
All severities	109,435	98,436	94,429	88,599	84,050	81,316	76,839	74,149	70,274
Rate	866	714	676	637	596	580	553	534	513
Other roads⁴									
Fatal	1,220	1,216	1,160	1,125	1,109	1,073	927	779	654
Fatal and serious	19,944	15,666	14,624	13,872	13,922	13,497	12,859	12,041	11,068
All severities	118,616	106,848	103,909	101,517	96,732	92,823	86,503	82,762	77,640
Rate	1,202	955	922	893	838	782	733	715	685
Total⁵									
Fatal	3,264	3,247	2,978	2,913	2,926	2,714	2,341	2,057	1,731
Fatal and serious	40,481	32,160	29,726	27,942	27,872	27,036	25,462	24,054	22,171
All severities	236,040	214,030	207,410	198,735	189,161	182,115	170,591	163,554	154,414
Rate	863	696	664	635	594	567	534	517	496

1 Figures have been rounded to the nearest whole number.

2 Excludes motorways.

3 See urban and rural definitions.

4 B roads, C roads and unclassified roads: excludes cases where road class was not reported

5 Includes cases where road class was not reported

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[Notes & Definitions](#)

Source: DfT STATS19, DfT National Road Traffic Survey
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The figures in this table are National Statistics

Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010>

RAS10003

Reported accidents by road class, speed limit and severity, Great Britain, 1994-98 average, 2003-2010

	Number of accidents								
	1994-98 average ¹	2003	2004	2005	2006	2007	2008	2009	2010
Motorways									
Fatal	152	184	149	176	164	154	136	114	113
Fatal and serious	1,145	1,166	1,047	1,007	953	989	848	798	781
All severities	7,989	8,746	9,072	8,619	8,379	7,976	7,249	6,643	6,500
A roads									
20 mph									
Fatal	0	0	0	2	0	1	2	2	1
Fatal and serious	6	9	17	20	23	19	26	28	39
All severities	34	92	147	131	119	116	167	191	294
30 mph									
Fatal	505	466	386	389	370	369	336	309	232
Fatal and serious	8,948	6,804	6,102	5,648	5,745	5,792	5,509	5,174	4,852
All severities	61,551	54,050	50,747	47,838	44,733	43,572	42,637	41,180	39,731
40 mph									
Fatal	208	199	190	155	212	159	132	135	121
Fatal and serious	2,276	1,824	1,684	1,494	1,533	1,450	1,377	1,300	1,221
All severities	13,516	12,756	12,231	10,868	10,571	10,487	9,959	9,496	8,815
50 mph									
Fatal	55	109	106	96	102	98	98	100	74
Fatal and serious	479	670	647	655	683	700	665	697	630
All severities	2,630	3,994	4,057	4,083	4,299	4,203	3,982	4,165	4,016
60 mph									
Fatal	870	817	762	749	742	643	530	470	387
Fatal and serious	6,033	4,684	4,316	3,992	3,880	3,539	3,191	3,104	2,666
All severities	23,644	19,773	19,415	18,485	17,292	16,236	14,222	13,525	12,107
70 mph									
Fatal	254	256	225	221	227	217	180	148	149
Fatal and serious	1,651	1,337	1,289	1,254	1,133	1,050	987	912	914
All severities	8,060	7,771	7,832	7,194	7,036	6,702	5,872	5,592	5,311
Other roads²									
20 mph									
Fatal	2	4	4	6	15	8	11	7	5
Fatal and serious	37	86	87	113	146	126	178	179	173
All severities	202	636	724	846	877	1,038	1,138	1,320	1,257
30 mph									
Fatal	645	585	555	553	539	495	458	399	313
Fatal and serious	14,027	10,727	9,910	9,637	9,517	9,348	8,869	8,372	7,759
All severities	92,696	82,777	79,439	77,674	73,741	70,624	66,302	64,086	60,443
40 mph									
Fatal	74	66	103	84	79	84	78	75	42
Fatal and serious	919	738	809	671	739	702	678	630	575
All severities	4,881	4,684	5,089	4,809	4,663	4,551	4,168	3,963	3,698
50 mph									
Fatal	6	26	18	16	15	18	25	15	24
Fatal and serious	76	130	111	91	122	149	147	174	176
All severities	436	657	658	679	800	753	745	833	846
60 mph									
Fatal	486	532	477	462	459	465	351	282	269
Fatal and serious	4,834	3,967	3,680	3,336	3,376	3,160	2,965	2,665	2,372
All severities	20,091	17,892	17,805	17,279	16,455	15,704	13,985	12,434	11,264
70 mph									
Fatal	6	3	3	4	2	3	4	1	1
Fatal and serious	50	18	27	24	22	12	22	21	13
All severities	306	202	194	230	196	153	165	126	132

1 Figures have been rounded to the nearest whole number.

2 B roads, C roads and unclassified roads: excludes cases where road class was not reported

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RAS10004

Reported accidents by severity, number of casualties involved, built-up and non built-up roads and road class, Great Britain, 2010

	Fatal accidents								Serious accidents					Slight accidents		All accidents	
	5+	4	3	2	1	1	1	1	4+	3	2	1	1	2+	1		
Killed	0+	0+	0+	0+	2+	1	0	0	0+	0+	0+	1+	0				
Seriously injured	0+	0+	0+	0+	0+	0+	1+	0	0+	0+	0+	1+	0				
Slightly injured	0+	0+	0+	0+	0+	0+	1+	0	0+	0+	0+	1+	0	2+	1		
Built-up roads¹																	
A roads	0	0	1	13	6	35	50	249	12	29	219	924	4,574	9,230	33,498	48,840	
B roads	0	0	0	3	5	17	14	65	3	13	65	299	1,424	2,743	10,132	14,783	
Other roads	0	0	0	7	7	19	35	188	6	29	179	820	5,309	7,975	36,041	50,615	
All built-up roads ²	0	0	1	23	18	71	99	502	21	71	463	2,043	11,307	19,948	79,671	114,238	
Non built-up roads¹																	
A roads	0	1	5	58	50	87	142	267	21	66	355	1,028	2,130	5,347	11,877	21,434	
B roads	0	0	0	9	11	23	29	77	3	23	81	240	625	1,181	2,670	4,972	
Other roads	0	0	1	7	7	27	27	76	8	22	133	324	808	1,639	4,191	7,270	
All non built-up roads ²	0	1	6	74	68	137	198	420	32	111	569	1,592	3,563	8,167	18,738	33,676	
All speed limits³																	
Motorways	0	0	0	5	8	10	34	56	6	12	53	235	362	1,961	3,758	6,500	
A roads	0	1	6	71	56	122	192	516	33	95	574	1,952	6,704	14,577	45,375	70,274	
B roads	0	0	0	12	16	40	43	142	6	36	146	539	2,049	3,924	12,802	19,755	
Other roads	0	0	1	14	14	46	62	264	14	51	312	1,144	6,117	9,614	40,232	57,885	
Total³	0	1	7	102	94	218	331	978	59	194	1,085	3,870	15,232	30,076	102,167	154,414	

1 Excludes motorways.

2 Includes cases where road class was not reported

3 Includes cases where speed limit was not reported.

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RAS10005

Reported accidents by daylight and darkness, road surface condition, built-up and non built-up roads and severity, Great Britain, 2010

	Number of accidents								All ² accidents
	Daylight				Darkness				
	Dry	Wet or flood	Snow or ice	All ¹	Dry	Wet or flood	Snow or ice	All ¹	
Motorways									
Fatal	48	11	3	62	30	16	5	51	113
Serious	337	83	20	440	117	76	35	228	668
Slight	2,993	920	162	4,075	749	700	195	1,644	5,719
All severities	3,378	1,014	185	4,577	896	792	235	1,923	6,500
Built-up roads³									
Fatal	327	91	11	429	165	107	13	285	714
Serious	7,921	1,712	285	9,922	2,288	1,437	256	3,983	13,905
Slight	57,537	14,480	3,415	75,510	12,798	8,904	2,375	24,109	99,619
All severities	65,785	16,283	3,711	85,861	15,251	10,448	2,644	28,377	114,238
Non built-up roads³									
Fatal	424	133	31	589	161	124	30	315	904
Serious	3,007	966	278	4,255	735	628	247	1,612	5,867
Slight	12,230	5,630	2,108	19,999	2,608	2,826	1,459	6,906	26,905
All severities	15,661	6,729	2,417	24,843	3,504	3,578	1,736	8,833	33,676
All speed limits⁴									
Fatal	799	235	45	1,080	356	247	48	651	1,731
Serious	11,265	2,761	583	14,617	3,140	2,141	538	5,823	20,440
Slight	72,760	21,030	5,685	99,584	16,155	12,430	4,029	32,659	132,243
All severities	84,824	24,026	6,313	115,281	19,651	14,818	4,615	39,133	154,414

1 Includes cases where road surface condition was not reported.

2 Includes cases where lighting condition was not reported.

3 Excludes motorways.

4 Includes cases where speed limit was not reported.

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RAS10006

Reported accidents by daylight and darkness, weather condition, built-up and non built-up roads and severity, Great Britain, 2010

	Number of accidents								All ¹ accidents
	Daylight				Darkness				
	Fine	Raining	Snowing	Fog	Fine	Raining	Snowing	Fog	
Motorways									
Fatal	53	6	1	1	40	5	3	1	113
Serious	372	47	6	2	167	27	17	3	668
Slight	3,415	448	66	30	1,113	306	83	40	5,719
All severities	3,840	501	73	33	1,320	338	103	44	6,500
Built-up roads²									
Fatal	384	30	2	1	234	39	3	2	714
Serious	8,769	777	91	20	3,050	645	67	25	13,905
Slight	63,993	7,009	1,186	147	17,263	3,990	911	218	99,619
All severities	73,146	7,816	1,279	168	20,547	4,674	981	245	114,238
Non built-up roads²									
Fatal	506	53	7	6	236	38	10	7	904
Serious	3,653	393	72	27	1,181	218	60	45	5,867
Slight	15,675	2,605	563	176	4,494	1,163	479	205	26,905
All severities	19,834	3,051	642	209	5,911	1,419	549	257	33,676
All speed limits³									
Fatal	943	89	10	8	510	82	16	10	1,731
Serious	12,794	1,217	169	49	4,398	890	144	73	20,440
Slight	83,083	10,062	1,815	353	22,870	5,459	1,473	463	132,243
All severities	96,820	11,368	1,994	410	27,778	6,431	1,633	546	154,414

1 Includes cases where lighting condition and/or weather condition was not reported.

2 Excludes motorways.

3 Includes cases where speed limit was not reported.

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RAS10007

Reported accidents by daylight and darkness, road surface condition, built-up and non built-up roads, speed limit and street lighting, Great Britain, 2010

	Number of accidents								
	Daylight				Darkness				All accidents ²
	Dry	Wet or flood	Snow or ice	All ¹	Dry	Wet or flood	Snow or ice	All ¹	
Motorways									
Street lighting	2,011	571	83	2,665	463	430	115	1,008	3,673
No street lights/Street lights unlit	1,269	415	96	1,780	374	339	110	823	2,603
Lighting not reported	98	28	6	132	59	23	10	92	224
All lighting conditions	3,378	1,014	185	4,577	896	792	235	1,923	6,500
Built-up roads³									
Speed limit 20 mph									
Street lighting	813	160	37	1,010	158	104	28	290	1,300
No street lights/Street lights unlit	128	36	11	175	10	9	2	21	196
Lighting not reported	30	6	1	37	14	2	2	18	55
All lighting conditions	971	202	49	1,222	182	115	32	329	1,551
Speed limit 30 mph									
Street lighting	48,786	11,238	2,474	62,552	12,347	8,437	2,011	22,816	85,368
No street lights/Street lights unlit	7,545	2,318	622	10,486	560	450	161	1,171	11,657
Lighting not reported	1,733	394	129	2,272	602	184	80	877	3,149
All lighting conditions	58,064	13,950	3,225	75,310	13,509	9,071	2,252	24,864	100,174
Speed limit 40 mph									
Street lighting	5,165	1,538	244	6,954	1,272	1,013	252	2,538	9,492
No street lights/Street lights unlit	1,365	516	163	2,044	228	219	98	545	2,589
Lighting not reported	220	77	30	331	60	30	10	101	432
All lighting conditions	6,750	2,131	437	9,329	1,560	1,262	360	3,184	12,513
All built-up roads									
Street lighting	54,764	12,936	2,755	70,516	13,777	9,554	2,291	25,644	96,160
No street lights/Street lights unlit	9,038	2,870	796	12,705	798	678	261	1,737	14,442
Lighting not reported	1,983	477	160	2,640	676	216	92	996	3,636
All lighting conditions	65,785	16,283	3,711	85,861	15,251	10,448	2,644	28,377	114,238
Non built-up roads³									
Speed limit 50 mph									
Street lighting	1,467	485	95	2,049	356	308	103	767	2,816
No street lights/Street lights unlit	900	389	128	1,417	176	211	85	473	1,890
Lighting not reported	66	31	8	105	26	14	11	51	156
All lighting conditions	2,433	905	231	3,571	558	533	199	1,291	4,862
Speed limit 60 mph									
Street lighting	2,900	961	270	4,132	431	391	141	965	5,097
No street lights/Street lights unlit	7,440	3,808	1,568	12,823	1,754	2,004	1,075	4,837	17,660
Lighting not reported	292	99	37	452	78	43	33	162	614
All lighting conditions	10,632	4,868	1,875	17,407	2,263	2,438	1,249	5,964	23,371
Speed limit 70 mph									
Street lighting	1,477	452	138	2,069	297	290	125	712	2,781
No street lights/Street lights unlit	1,037	468	166	1,671	353	305	154	812	2,483
Lighting not reported	82	36	7	125	33	12	9	54	179
All lighting conditions	2,596	956	311	3,865	683	607	288	1,578	5,443
All non built-up roads									
Street lighting	5,844	1,898	503	8,250	1,084	989	369	2,444	10,694
No street lights/Street lights unlit	9,377	4,665	1,862	15,911	2,283	2,520	1,314	6,122	22,033
Lighting not reported	440	166	52	682	137	69	53	267	949
All lighting conditions	15,661	6,729	2,417	24,843	3,504	3,578	1,736	8,833	33,676
All speed limits⁴									
Street lighting	62,619	15,405	3,341	81,431	15,324	10,973	2,775	29,096	110,527
No street lights/Street lights unlit	19,684	7,950	2,754	30,396	3,455	3,537	1,685	8,682	39,078
Lighting not reported	2,521	671	218	3,454	872	308	155	1,355	4,809
All lighting conditions	84,824	24,026	6,313	115,281	19,651	14,818	4,615	39,133	154,414

1 Includes cases where road surface condition was not reported.

2 Includes cases where light condition was not reported

3 Excludes motorways.

4 Includes motorways and cases where the speed limit was not reported

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RAS10008

Reported accidents by daylight and darkness, lighting conditions, special conditions and carriageway hazards, Great Britain, 2010

Number of accidents

	Daylight	Darkness			All darkness	All ¹ accidents
		Street lights lit	No street lighting or street lights unlit	Street lighting unknown		
Special conditions at site						
Automatic traffic signal out or defective	277	64	17	1	82	359
Permanent road sign/markings defective or obscured	169	56	31	1	88	257
Roadworks	1,468	347	123	22	492	1,960
Road surface defective	374	66	45	2	113	487
Oil or diesel	420	41	32	1	74	494
Mud	248	14	112	4	130	378
Total	2,956	588	360	31	979	3,935
Carriageway hazards						
Dislodged vehicle load in carriageway	146	14	16	3	33	179
Other object in carriageway	784	161	135	12	308	1,092
Involvement with previous accident	173	42	54	4	100	273
Uninjured pedestrian in carriageway	268	90	20	4	114	382
Animal in carriageway (except ridden horses)	418	133	301	12	446	864
Total	1,789	440	526	35	1,001	2,790
All accidents²	115,281	29,096	8,682	1,355	39,133	154,414

1 Includes cases where lighting condition was not reported.

2 Includes accidents where there were no special conditions or carriageway hazard, or none reported.

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RAS10009

Reported accidents by junction type, built-up and non built-up roads and severity, Great Britain, 2010

	Number of accidents							
	Roundabout ¹	T or staggered ²	Crossroads	Multiple drive junction	Private / Entrance	Other junction	All metres junctions	Not at or within 20 of junction ³
Motorways								
Fatal	0	10	0	0	0	1	11	102
Serious	33	60	2	0	0	6	101	567
All Severities	422	692	4	10	1	29	1,158	5,342
Built-up roads⁴								
Fatal	28	222	69	4	21	17	361	353
Serious	927	5,285	1,529	187	508	353	8,789	5,116
All Severities	11,621	43,623	13,783	1,873	4,274	3,243	78,417	35,821
Non built-up roads⁴								
Fatal	11	135	35	3	28	13	225	679
Serious	292	1,045	242	28	243	122	1,972	3,895
All Severities	3,236	6,215	1,358	159	1,225	715	12,908	20,768
All speed limits⁵								
Fatal	39	367	104	7	49	31	597	1,134
Serious	1,252	6,390	1,773	215	751	481	10,862	9,578
All Severities	15,279	50,530	15,145	2,042	5,500	3,987	92,483	61,931

1 Includes mini-roundabouts

2 Includes slip roads

3 Includes cases where junction detail was not reported

4 Excludes motorways.

5 Includes cases where speed limit was not reported.

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RAS10010

Reported single vehicle accidents by object hit off carriageway, built-up and non built-up roads and severity, Great Britain, 2010

					Number of accidents				
(a) Built-up roads ²					(b) Non built-up roads ²				
Object hit	All one vehicle accidents				Object hit	All one vehicle accidents			
	Fatal	Serious	Slight	All		Fatal	Serious	Slight	All
None	291	5,550	23,092	28,933	None	84	914	2,881	3,879
Road sign or traffic signal	11	83	473	567	Road sign or traffic signal	18	90	425	533
Lamp post	16	158	797	971	Lamp post	10	53	261	324
Telegraph pole or electricity pole	8	49	207	264	Telegraph pole or electricity pole	4	47	261	312
Tree	30	167	550	747	Tree	94	514	1,268	1,876
Bus stop or shelter	3	13	67	83	Bus stop or shelter	0	0	10	10
Crash barrier	2	40	267	309	Crash barrier	12	132	597	741
Submerged	0	1	2	3	Submerged	5	2	13	20
Entered ditch	0	28	162	190	Entered ditch	16	201	1,077	1,294
Other permanent objects	40	429	1,919	2,388	Other permanent objects	50	395	1,937	2,382
Total³	401	6,518	27,536	34,455	Total³	293	2,348	8,730	11,371

(c) Motorways					(d) All roads ⁴				
Object hit	All one vehicle accidents				Object hit	All one vehicle accidents			
	Fatal	Serious	Slight	All		Fatal	Serious	Slight	All
None	16	63	317	396	None	391	6,527	26,290	33,208
Road sign or traffic signal	1	7	28	36	Road sign or traffic signal	30	180	926	1,136
Lamp post	0	8	16	24	Lamp post	26	219	1,074	1,319
Telegraph pole or electricity pole	0	0	1	1	Telegraph pole or electricity pole	12	96	469	577
Tree	4	25	79	108	Tree	128	706	1,897	2,731
Bus stop or shelter	0	0	0	0	Bus stop or shelter	3	13	77	93
Crash barrier	8	88	654	750	Crash barrier	22	260	1,518	1,800
Submerged	0	0	0	0	Submerged	5	3	15	23
Entered ditch	3	16	47	66	Entered ditch	19	245	1,286	1,550
Other permanent objects	8	21	83	112	Other permanent objects	98	845	3,939	4,882
Total³	40	228	1,225	1,493	Total³	734	9,094	37,491	47,319

1 Includes single vehicle accidents involving pedestrians.

2 Excludes motorways.

3 Includes cases where object hit was not reported or cases where object hit was unknown

4 Includes cases where speed limit was not reported.

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RAS10011

Reported accidents by number of vehicles involved, built-up and non built-up roads, road class and severity, Great Britain, 2010

	Number of accidents								
	One vehicle only		Pedestrian and one vehicle ¹		Two vehicles ²		Three ² vehicles	Four ² or more vehicles	All accidents
	Car	Other vehicle	Car	Other vehicle	Both cars	Other combination			
Built-up roads³									
A roads									
Fatal	32	24	87	47	43	95	21	5	354
Serious	331	392	1,330	412	736	2,152	325	80	5,758
All severities	2,274	2,325	5,885	1,922	15,779	16,058	3,762	835	48,840
B roads									
Fatal	13	4	31	9	12	28	4	3	104
Serious	136	128	454	92	257	605	104	28	1,804
All severities	934	683	2,221	465	4,844	4,391	1,033	212	14,783
Other roads									
Fatal	38	19	65	32	17	64	16	5	256
Serious	451	470	1,944	378	663	2,085	273	79	6,343
All severities	3,126	2,296	10,404	1,920	15,245	14,214	2,805	605	50,615
All built-up roads⁴									
Fatal	83	47	183	88	72	187	41	13	714
Serious	918	990	3,728	882	1,656	4,842	702	187	13,905
All severities	6,334	5,304	18,510	4,307	35,868	34,663	7,600	1,652	114,238
Non built-up roads³									
A roads									
Fatal	104	32	38	13	114	184	88	37	610
Serious	729	461	105	27	716	1,076	349	137	3,600
All severities	4,618	1,220	309	66	6,938	4,782	2,543	958	21,434
B roads									
Fatal	22	7	3	0	25	66	21	5	149
Serious	240	165	18	2	217	238	74	18	972
All severities	1,596	393	68	15	1,486	966	373	75	4,972
Other roads									
Fatal	54	13	6	1	24	28	15	4	145
Serious	386	170	36	9	270	341	72	11	1,295
All severities	2,427	470	153	36	2,325	1,422	379	58	7,270
All non built-up roads⁴									
Fatal	180	52	47	14	163	278	124	46	904
Serious	1,355	796	159	38	1,203	1,655	495	166	5,867
All severities	8,641	2,083	530	117	10,749	7,170	3,295	1,091	33,676
All speed limits⁵									
Motorways									
Fatal	17	13	6	4	10	27	15	21	113
Serious	165	56	4	3	125	157	98	60	668
All severities	1,226	236	20	11	1,880	1,540	1,013	574	6,500
A roads									
Fatal	136	56	125	60	157	279	109	42	964
Serious	1,060	853	1,435	439	1,452	3,228	674	217	9,358
All severities	6,892	3,545	6,194	1,988	22,717	20,840	6,305	1,793	70,274
B roads									
Fatal	35	11	34	9	37	94	25	8	253
Serious	376	293	472	94	474	843	178	46	2,776
All severities	2,530	1,076	2,289	480	6,330	5,357	1,406	287	19,755
Other roads									
Fatal	92	32	71	33	41	92	31	9	401
Serious	837	640	1,980	387	933	2,426	345	90	7,638
All severities	5,553	2,766	10,557	1,956	17,570	15,636	3,184	663	57,885
Total⁴									
Fatal	280	112	236	106	245	492	180	80	1,731
Serious	2,438	1,842	3,891	923	2,984	6,654	1,295	413	20,440
All severities	16,201	7,623	19,060	4,435	48,497	43,373	11,908	3,317	154,414

1 Includes accidents involving one vehicle in which at least one pedestrian was injured.

2 Includes accidents in which pedestrians were injured.

3 Excludes motorways.

4 Includes cases where road class was not reported.

5 Includes cases where speed limit was not reported.

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RAS10012

Reported accidents involving pedestrians and one vehicle by severity and vehicle type, Great Britain, 2010

	Number of accidents			
	Fatal	Serious	Slight	severities
Single vehicle accidents				
Pedal cycle	4	82	235	321
Motorcycle 50cc and under	0	24	103	127
Motorcycle 51cc - 125cc	3	55	257	315
Motorcycle 126cc - 500cc	3	22	82	107
Motorcycle over 500cc	5	56	202	263
All motorcycles	11	157	644	812
Car	222	3,669	14,033	17,924
Taxi/Private hire car	13	210	823	1,046
Minibus	1	12	77	90
Bus or coach	20	254	1,032	1,306
Light goods vehicle	22	269	1,018	1,309
Heavy goods vehicle ¹ of which:	45	89	206	340
Rigid ²	29	70	165	264
Articulated	16	19	41	76
Other motor vehicle	4	67	249	320
Other non-motor vehicle	0	3	11	14
Any vehicle ³	342	4,814	18,339	23,495
Accidents involving two or more vehicles	61	357	1,116	1,534

1 Includes cases where towing status was not reported.

2 Includes heavy goods vehicles towing trailers or caravans

3 Includes cases where vehicle type was not reported

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RAS10013

Reported personal injury road accidents, by severity, Great Britain, 1979-2010

Year	Number of accidents				
	Fatal	Serious	FSA (Fatal/Serious)	Slight	Total
1979	5,824	66,927	72,751	182,216	254,967
1980	5,506	65,714	71,220	179,738	250,958
1981	5,355	64,980	70,335	177,941	248,276
1982	5,450	66,143	71,593	184,414	256,007
1983	5,027	60,021	65,048	177,828	242,876
1984	5,138	62,048	67,186	185,997	253,183
1985	4,768	60,286	65,054	180,591	245,645
1986	4,898	58,190	63,088	184,790	247,878
1987	4,694	54,352	59,046	180,017	239,063
1988	4,643	53,850	58,493	188,501	246,994
1989	4,907	53,269	58,176	202,583	260,759
1990	4,748	50,944	55,692	202,749	258,441
1991	4,158	43,773	47,931	187,958	235,889
1992	3,855	41,494	45,349	187,755	233,104
1993	3,470	38,042	41,512	187,463	228,975
1994	3,326	39,295	42,621	191,633	234,254
1995	3,286	38,501	41,787	188,757	230,544
1996	3,274	37,327	40,601	195,592	236,193
1997	3,298	36,330	39,628	200,659	240,287
1998	3,137	34,633	37,770	201,153	238,923
1999	3,138	33,267	36,405	198,643	235,048
2000	3,108	32,499	35,607	198,122	233,729
2001	3,176	31,588	34,764	194,250	229,014
2002	3,124	30,521	33,645	188,106	221,751
2003	3,247	28,913	32,160	181,870	214,030
2004	2,978	26,748	29,726	177,684	207,410
2005	2,913	25,029	27,942	170,793	198,735
2006	2,926	24,946	27,872	161,289	189,161
2007	2,714	24,322	27,036	155,079	182,115
2008	2,341	23,121	25,462	145,129	170,591
2009	2,057	21,997	24,054	139,500	163,554
2010	1,731	20,440	22,171	132,243	154,414

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RAS20001

Vehicles involved in reported accidents and involvement rates by vehicle type and severity of accident, Great Britain, 2000-2010

	Number of vehicles/rate per billion vehicle miles										
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Pedal cycles											
Fatal	141	145	141	124	144	158	163	146	127	111	119
Rate	55	55	51	44	55	57	57	55	43	36	38
Fatal or serious	2,937	2,823	2,583	2,544	2,416	2,497	2,584	2,698	2,727	2,875	2,962
Rate	1136	1073	941	907	924	907	897	1023	925	934	951
All severities	21,055	19,497	17,532	17,472	17,084	17,039	16,611	16,607	16,797	17,599	17,811
Rate	8,142	7,407	6,390	6,232	6,533	6,192	5,768	6,294	5,698	5,717	5,717
Motorcycle riders											
Fatal	695	673	694	783	659	620	667	676	539	512	446
Rate	245	225	220	225	206	184	207	195	169	158	153
Fatal or serious	7,814	7,767	7,920	8,102	7,059	6,854	6,863	7,087	6,389	6,105	5,446
Rate	2750	2596	2509	2325	2204	2031	2125	2041	2000	1879	1865
All severities	29,236	30,084	29,503	29,523	26,857	25,870	24,323	24,381	22,427	21,590	19,534
Rate	10,289	10,054	9,346	8,473	8,384	7,665	7,532	7,022	7,020	6,644	6,688
Cars											
Fatal	3,516	3,654	3,728	3,773	3,520	3,465	3,483	3,141	2,724	2,340	1,944
Rate	15	15	15	15	14	14	14	13	11	9.4	8.0
Fatal or serious	41,587	40,745	39,563	36,912	34,416	32,129	31,892	30,302	28,403	26,731	24,236
Rate	178	171	162	151	139	130	127	121	114	107	99
All severities	329,846	321,900	314,568	299,933	291,842	281,810	267,991	255,891	236,923	227,244	212,685
Rate	1,409	1,353	1,288	1,228	1,180	1,142	1,071	1,019	949	913	872
Buses or coaches											
Fatal	136	164	125	119	121	108	118	120	98	85	60
Rate	42	51	39	36	37	34	35	35	30	27	19
Fatal or serious	1,449	1,433	1,392	1,319	1,237	1,131	1,159	1,138	1,090	962	930
Rate	452	447	430	394	381	352	346	331	338	300	289
All severities	11,733	11,521	10,781	10,939	10,573	9,988	9,133	8,559	8,375	7,831	7,462
Rate	3,661	3,596	3,334	3,265	3,254	3,107	2,727	2,489	2,600	2,446	2,320
Light goods vehicles											
Fatal	279	302	296	320	267	261	274	306	202	185	175
Rate	8.6	9.1	8.7	8.9	7.1	6.7	6.8	7.2	4.8	4.5	4.2
Fatal or serious	2,620	2,660	2,554	2,509	2,207	2,080	2,092	2,087	1,822	1,745	1,709
Rate	81	80	75	70	58	54	52	49	43	42	41
All severities	17,671	18,314	17,755	17,486	15,728	16,078	15,593	14,620	13,621	13,214	12,866
Rate	544	549	520	486	416	414	385	344	322	319	308
Heavy goods vehicles											
Fatal	565	588	570	533	472	520	458	461	379	284	303
Rate	32	34	32	30	26	29	25	25	21	17	18
Fatal or serious	3,033	2,910	2,692	2,456	2,142	2,168	2,071	1,951	1,639	1,388	1,372
Rate	173	167	153	139	117	120	114	107	92	85	83
All severities	15,194	14,813	13,480	13,173	12,516	12,120	11,336	10,688	9,040	7,487	7,615
Rate	866	849	766	744	686	672	626	585	506	457	463
All motor vehicles¹											
Fatal	5,282	5,455	5,500	5,614	5,119	5,036	5,072	4,781	4,039	3,470	2,991
Rate	18	19	18	18	17	16	16	15	13	11	9.7
Fatal or serious	57,277	56,104	54,835	51,861	47,757	44,805	44,615	43,172	40,011	37,493	34,209
Rate	197	190	181	170	154	144	141	135	127	120	111
All severities	408,231	399,883	390,273	374,098	362,303	348,773	331,120	318,009	294,442	280,786	263,284
Rate	1,407	1,356	1,291	1,228	1,169	1,124	1,050	998	931	897	854
All vehicles²											
Fatal	5,433	5,614	5,647	5,753	5,276	5,204	5,253	4,930	4,171	3,587	3,119
Rate	19	19	19	19	17	17	17	15	13	11	10
Fatal or serious	60,336	59,055	57,509	54,516	50,277	47,380	47,278	45,939	42,807	40,433	37,237
Rate	206	199	189	177	161	151	149	143	134	128	120
All severities	429,943	420,073	408,325	392,022	379,845	366,236	348,059	334,966	311,604	298,687	281,401
Rate	1,468	1,412	1,339	1,275	1,216	1,170	1,094	1,042	976	944	904

1 Includes other motor vehicles.

2 Includes other non motor vehicles and cases where vehicle type was not reported

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Source: DfT STATS19, DfT National Road Traffic Survey
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RAS20002

Drivers in reported accidents by gender, number injured, road user type and age, Great Britain, 2010

	Number of drivers or riders/percentage								
	Male			Female			All drivers or riders ¹		
	Involved	of which casualties		Involved	of which casualties		Involved	of which casualties	
		Number	Percentage		Number	Percentage		Number	Percentage
Car drivers									
Under 17	96	60	63	20	15	75	117	75	64
17-19	8,533	4,400	52	5,240	3,443	66	13,798	7,843	57
20-24	15,143	7,170	47	10,295	6,529	63	25,520	13,699	54
25-29	13,346	5,740	43	8,893	5,242	59	22,321	10,982	49
30-34	12,431	5,045	41	7,949	4,350	55	20,654	9,395	45
35-39	11,777	4,826	41	7,651	4,085	53	19,590	8,911	45
40-49	22,439	8,844	39	14,879	8,057	54	37,539	16,901	45
50-59	15,250	5,735	38	8,801	4,724	54	24,140	10,459	43
60-69	9,315	3,414	37	4,460	2,335	52	13,814	5,749	42
70 and over	7,466	3,077	41	2,982	1,705	57	10,465	4,782	46
Age not reported	9,162	614	7	3,417	371	11	24,727	991	4
All ages	124,958	48,925	39	74,587	40,856	55	212,685	89,787	42
Motorcycle riders									
50cc and under									
Under 16	23	22	96	1	1	100	24	23	96
16	1,021	952	93	106	104	98	1,127	1,056	94
17	418	392	94	70	67	96	489	459	94
18	134	129	96	27	27	100	161	156	97
19	90	83	92	15	15	100	105	98	93
20-24	244	231	95	61	60	98	306	291	95
25-29	168	159	95	35	33	94	203	192	95
30-39	201	186	93	64	64	100	266	250	94
40-49	145	137	94	51	49	96	199	186	93
50-59	73	68	93	29	26	90	102	94	92
60 and over	42	40	95	12	12	100	54	52	96
Age not reported	89	43	48	7	4	57	167	47	28
All ages	2,648	2,442	92	478	462	97	3,203	2,904	91
Motorcycle riders									
over 50cc									
Under 16	34	32	94	0	0	0	35	32	91
16	126	118	94	7	7	100	133	125	94
17	686	652	95	39	38	97	725	690	95
18	665	629	95	23	23	100	689	652	95
19	566	544	96	36	36	100	604	580	96
20-24	2,128	2,006	94	172	165	96	2,301	2,171	94
25-29	1,734	1,610	93	151	143	95	1,885	1,753	93
30-39	3,013	2,808	93	286	272	95	3,301	3,080	93
40-49	3,257	3,051	94	248	233	94	3,506	3,284	94
50-59	1,686	1,576	93	108	96	89	1,794	1,672	93
60 and over	768	716	93	29	25	86	797	741	93
Age not reported	356	216	61	20	12	60	561	228	41
All ages	15,019	13,958	93	1,119	1,050	94	16,331	15,008	92
Other motor vehicle drivers ²	26,881	5,712	21	1,399	492	35	31,065	6,206	20
All motor vehicle drivers or riders:									
Under 17	1,329	1,197	90	136	128	94	1,467	1,325	90
17-19	11,355	6,927	61	5,478	3,665	67	16,864	10,592	63
20-24	19,158	9,930	52	10,589	6,785	64	29,838	16,715	56
25-29	17,629	8,124	46	9,198	5,467	59	26,918	13,591	50
30-34	16,694	7,211	43	8,275	4,581	55	25,310	11,792	47
35-39	16,412	6,998	43	7,989	4,305	54	24,608	11,303	46
40-49	33,068	13,599	41	15,614	8,467	54	48,965	22,066	45
50-59	21,901	8,323	38	9,164	4,920	54	31,178	13,243	42
60-69	12,163	4,468	37	4,541	2,392	53	16,747	6,860	41
70 and over	7,950	3,344	42	3,044	1,757	58	11,014	5,101	46
Age not reported	11,847	916	8	3,555	393	11	30,375	1,317	4
All ages	169,506	71,037	42	77,583	42,860	55	263,284	113,905	43

1 Includes cases where gender was not reported.

2 Includes drivers of buses, coaches and goods vehicles.

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RAS20002

Drivers in reported accidents by gender, number injured, road user type and age, Great Britain, 1994-98 average

	Number of drivers or riders/percentage								
	Male			Female			All drivers or riders ¹		
	Involved	of which casualties		Involved	of which casualties		Involved	of which casualties	
		Number	Percentage		Number	Percentage		Number	Percentage
Car drivers									
Under 17	439	226	51	38	21	55	486	247	51
17-19	17,525	7,835	45	7,334	4,576	62	24,941	12,411	50
20-24	29,065	11,795	41	15,743	9,564	61	45,066	21,361	47
25-29	29,227	10,820	37	16,556	9,378	57	46,072	20,199	44
30-34	26,896	9,067	34	15,407	8,067	52	42,655	17,135	40
35-39	20,693	6,860	33	12,152	6,226	51	33,078	13,087	40
40-49	32,735	10,114	31	18,037	9,095	50	51,021	19,210	38
50-59	21,664	6,694	31	9,686	5,099	53	31,429	11,795	38
60-69	12,499	4,069	33	4,018	2,118	53	16,545	6,187	37
70 and over	8,594	3,468	40	2,793	1,606	57	11,405	5,073	44
Age not reported	10,056	715	7	3,342	495	15	27,070	1,230	5
All ages	209,393	71,662	34	105,106	56,245	54	329,768	127,935	39
Motorcycle riders									
50cc and under									
Under 16	50	43	86	3	2	85	53	45	85
16	540	500	93	67	65	97	607	565	93
17	223	203	91	39	38	98	262	241	92
18	91	82	90	25	24	94	116	106	91
19	57	50	89	16	15	95	73	65	90
20-24	180	163	90	74	70	96	255	233	92
25-29	130	115	88	64	62	96	195	176	90
30-39	190	169	89	91	87	95	282	256	91
40-49	125	114	91	97	94	97	222	208	94
50-59	118	110	93	99	97	99	217	207	96
60 and over	143	137	96	75	73	97	218	210	96
Age not reported	43	26	61	9	7	78	72	34	47
All ages	1,890	1,713	91	658	633	96	2,572	2,346	91
Motorcycle riders over 50cc									
Under 16	138	117	85	4	4	86	144	121	84
16	385	358	93	23	23	99	409	381	93
17	912	853	94	41	37	91	954	890	93
18	708	659	93	43	41	96	752	700	93
19	563	523	93	50	48	96	613	571	93
20-24	3,256	2,966	91	295	275	93	3,556	3,241	91
25-29	4,244	3,843	91	326	303	93	4,574	4,146	91
30-39	6,076	5,528	91	347	311	90	6,432	5,840	91
40-49	2,414	2,191	91	133	119	89	2,550	2,311	91
50-59	982	892	91	71	64	90	1,053	956	91
60 and over	404	369	91	33	28	86	437	397	91
Age not reported	480	329	69	26	18	68	727	349	48
All ages	20,561	18,628	91	1,393	1,271	91	22,202	19,903	90
Other motor vehicle drivers ²	43,297	9,008	21	1,800	654	36	48,250	9,664	20
All motor vehicle drivers or riders:									
Under 17	1,583	1,255	79	138	116	84	1,734	1,372	79
17-19	20,888	10,494	50	7,598	4,804	63	28,575	15,298	54
20-24	36,248	15,988	44	16,354	10,016	61	52,884	26,006	49
25-29	39,846	16,310	41	17,278	9,874	57	57,454	26,186	46
30-34	37,523	14,052	37	15,992	8,429	53	53,919	22,482	42
35-39	28,577	10,245	36	12,550	6,458	51	41,404	16,704	40
40-49	44,889	14,193	32	18,601	9,412	51	63,806	23,606	37
50-59	29,455	8,858	30	10,020	5,318	53	39,579	14,177	36
60-69	14,600	4,787	33	4,127	2,204	53	18,757	6,990	37
70 and over	8,913	3,668	41	2,836	1,643	58	11,769	5,311	45
Age not reported	12,617	1,162	9	3,463	528	15	32,910	1,715	5
All ages	275,140	101,011	37	108,956	58,802	54	402,791	159,847	40

1 Includes cases where gender was not reported.

2 Includes drivers of buses, coaches and goods vehicles.

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RAS20003

Vehicles involved in reported accidents by accident severity and vehicle type, Great Britain, 2010

Number of vehicles

	Number of vehicles involved in			
	Fatal accidents	Serious accidents	Slight accidents	All accidents
Pedal cycles	119	2,843	14,849	17,811
Motorcycles ¹				
Motorcycles 50cc and under	9	531	2,663	3,203
Motorcycles 51cc - 125cc	55	1,261	4,834	6,150
Motorcycles 126cc - 500cc	42	637	1,699	2,378
Motorcycles over 500cc	340	2,571	4,892	7,803
All motorcycles ²	446	5,000	14,088	19,534
Taxis/Private hire cars	40	556	4,595	5,191
Cars ³	1,882	21,667	183,194	206,743
Minibuses	22	69	660	751
All cars ⁴	1,944	22,292	188,449	212,685
Buses or coaches	60	870	6,532	7,462
Light goods vehicles	175	1,534	11,157	12,866
Heavy goods vehicles				
Rigid	167	656	3,902	4,725
Articulated	136	412	2,341	2,889
Total ⁵	303	1,069	6,243	7,615
Agricultural vehicles	21	112	467	600
Other motor vehicles	42	341	2,139	2,522
Other non-motor vehicles	9	54	205	268
All vehicles ⁶	3,119	34,118	244,164	281,401

- 1 Includes motorcycle combinations and scooters.
- 2 Includes cases where engine size was not reported
- 3 Includes three wheelers.
- 4 Includes cars, taxis, minibuses.
- 5 Includes cases where HGV type was not reported
- 6 Includes cases where vehicle type was not reported

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RAS20004

Vehicles involved in reported accidents by vehicle type, built-up and non built-up roads, road class and accident severity, Great Britain, 2010

	Number of vehicles							
	Pedal cycles	Motorcycles	Cars	Buses or coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles ¹	All vehicles ²
Built-up roads³								
A roads								
Fatal	30	82	329	18	26	52	520	551
Fatal or serious	1,103	1,516	6,269	405	444	256	9,002	10,111
All severities	7,054	7,340	66,345	3,422	4,027	1,827	83,825	90,921
B roads								
Fatal	11	18	102	8	5	12	150	161
Fatal or serious	309	418	2,084	82	129	58	2,819	3,131
All severities	2,025	1,915	20,220	836	1,107	345	24,718	26,773
Other roads								
Fatal	24	54	238	18	24	20	361	386
Fatal or serious	1,144	1,332	6,721	345	447	146	9,130	10,301
All severities	7,460	5,607	66,366	2,750	3,540	904	80,133	87,728
All built-up roads⁴								
Fatal	65	154	669	44	55	84	1,031	1,098
Fatal or serious	2,556	3,266	15,074	832	1,020	460	20,951	23,543
All severities	16,539	14,862	152,931	7,008	8,674	3,076	188,676	205,422
Non built-up roads³								
A roads								
Fatal	36	174	776	10	67	136	1,183	1,220
Fatal or serious	217	1,320	5,163	63	382	521	7,558	7,781
All severities	708	2,829	32,558	254	2,314	2,315	40,800	41,534
B roads								
Fatal	6	68	186	2	12	13	291	298
Fatal or serious	54	378	1,289	18	85	60	1,873	1,930
All severities	177	732	6,614	64	412	235	8,217	8,403
Other roads								
Fatal	12	34	168	1	11	5	223	240
Fatal or serious	135	353	1,582	12	105	66	2,171	2,327
All severities	387	782	9,538	94	587	298	11,516	11,964
All non built-up roads⁴								
Fatal	54	276	1,130	13	90	154	1,697	1,758
Fatal or serious	406	2,051	8,034	93	572	647	11,602	12,038
All severities	1,272	4,343	48,710	412	3,313	2,848	60,533	61,901
All speed limits⁵								
Motorways								
Fatal	0	16	145	3	30	65	263	263
Fatal or serious	0	129	1,128	5	117	265	1,656	1,656
All severities	0	329	11,044	42	879	1,691	14,075	14,078
A roads								
Fatal	66	256	1,105	28	93	188	1,703	1,771
Fatal or serious	1,320	2,836	11,432	468	826	777	16,560	17,892
All severities	7,762	10,169	98,903	3,676	6,341	4,142	124,625	132,455
B roads								
Fatal	17	86	288	10	17	25	441	459
Fatal or serious	363	796	3,373	100	214	118	4,692	5,061
All severities	2,202	2,647	26,834	900	1,519	580	32,935	35,176
Other roads								
Fatal	36	88	406	19	35	25	584	626
Fatal or serious	1,279	1,685	8,303	357	552	212	11,301	12,628
All severities	7,847	6,389	75,904	2,844	4,127	1,202	91,649	99,692
Total⁴								
Fatal	119	446	1,944	60	175	303	2,991	3,119
Fatal or serious	2,962	5,446	24,236	930	1,709	1,372	34,209	37,237
All severities	17,811	19,534	212,685	7,462	12,866	7,615	263,284	281,401

1 Includes other motor vehicles.

2 Includes other non-motor vehicles and cases where vehicle type was not reported

3 Excludes motorways.

4 Includes cases where road class was not reported.

5 Includes cases where speed limit was not reported.

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RAS20004

Vehicles involved in reported accidents by vehicle type, built-up and non built-up roads, road class and accident severity, Great Britain, 1994-98 average

	Number of vehicles							
	Pedal cycles	Motorcycles	Cars	Buses or coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles ¹	All vehicles ²
Built-up roads³								
A roads								
Fatal	50	104	669	48	57	96	985	1,036
Fatal or serious	1,168	2,007	12,655	685	840	610	16,919	18,097
All severities	8,269	9,518	104,173	5,201	6,088	3,424	129,186	137,530
B roads								
Fatal	12	27	202	11	13	18	275	287
Fatal or serious	395	572	3,882	159	236	131	5,019	5,423
All severities	2,612	2,268	29,721	1,142	1,627	660	35,653	38,302
Other roads								
Fatal	46	81	481	38	42	40	692	740
Fatal or serious	1,655	1,625	12,784	510	766	326	16,147	17,832
All severities	11,736	6,668	99,634	4,020	5,222	1,746	118,126	130,010
All built-up roads⁴								
Fatal	108	213	1,352	97	113	153	1,952	2,063
Fatal or serious	3,218	4,205	29,320	1,354	1,842	1,067	38,086	41,353
All severities	22,618	18,454	233,528	10,363	12,937	5,831	282,965	305,842
Non built-up roads³								
A roads								
Fatal	62	205	1,630	23	129	299	2,316	2,380
Fatal or serious	391	1,561	11,297	126	841	1,350	15,376	15,783
All severities	1,241	3,707	53,856	501	3,603	4,638	67,030	68,334
B roads								
Fatal	11	50	308	7	20	26	420	432
Fatal or serious	105	449	2,762	34	188	176	3,669	3,781
All severities	351	974	11,549	133	734	592	14,198	14,579
Other roads								
Fatal	17	54	284	4	18	23	393	413
Fatal or serious	222	527	3,254	43	236	190	4,345	4,594
All severities	704	1,259	16,900	229	1,110	809	20,690	21,499
All non built-up roads⁴								
Fatal	90	308	2,223	35	167	348	3,129	3,225
Fatal or serious	718	2,537	17,313	203	1,266	1,717	23,390	24,157
All severities	2,296	5,940	82,305	864	5,448	6,039	101,918	104,412
All speed limits⁵								
Motorways								
Fatal	1	10	239	3	30	100	385	385
Fatal or serious	2	108	1,799	20	177	474	2,597	2,602
All severities	14	380	13,928	94	1,116	2,297	17,899	17,923
A roads								
Fatal	113	309	2,299	71	186	395	3,302	3,416
Fatal or serious	1,559	3,568	23,952	811	1,681	1,960	32,296	33,880
All severities	9,510	13,225	158,032	5,703	9,691	8,063	196,218	205,867
B roads								
Fatal	23	77	511	18	34	44	695	719
Fatal or serious	500	1,021	6,644	193	424	307	8,689	9,205
All severities	2,964	3,242	41,270	1,275	2,362	1,252	49,852	52,881
Other roads								
Fatal	63	135	765	42	60	63	1,085	1,154
Fatal or serious	1,876	2,153	16,038	553	1,003	516	20,493	22,427
All severities	12,440	7,927	116,539	4,250	6,333	2,555	138,822	151,516
Total⁴								
Fatal	199	531	3,814	135	309	601	5,467	5,675
Fatal or serious	3,938	6,849	48,434	1,577	3,285	3,257	64,075	68,114
All severities	24,927	24,774	329,768	11,321	19,502	14,167	402,791	428,186

1 Includes other motor vehicles.

2 Includes other non-motor vehicles and cases where vehicle type was not reported

3 Excludes motorways.

4 Includes cases where road class was not reported.

5 Includes cases where speed limit was not reported.

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RAS20005

Vehicles involvement rates for reported accidents, by vehicle type, urban and rural roads, road class, accident severity and traffic, Great Britain, 2010

	<i>Rate per billion vehicle miles</i>							
	Pedal cycles	Motor-cycles	Cars	Buses or coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles ¹	All vehicles ²
Urban roads^{3,6}								
A roads								
Fatal	63	128	6.9	21	3.0	27	8.8	9.3
Fatal or serious	2,320	2,382	135	508	64	139	159	177
All severities	15,252	12,013	1,450	4,343	610	1,000	1,508	1,627
Other roads⁴								
Fatal	13	52	4.5	20	2.3	25	5.6	5.8
Fatal or serious	644	1,395	131	309	50	169	145	158
All severities	4,435	6,230	1,322	2,628	409	1,094	1,306	1,391
All urban roads⁵								
Fatal	22	79	5.5	21	2.6	27	7.0	7.3
Fatal or serious	958	1,742	132	384	56	150	150	166
All severities	6,465	8,262	1,376	3,276	488	1,033	1,392	1,490
Rural roads^{3,6}								
A roads								
Fatal	339	273	12	21	6.5	25	15	15
Fatal or serious	2,806	2,255	87	152	38	95	100	104
All severities	10,484	5,307	587	745	232	437	575	588
Other roads⁴								
Fatal	41	284	13	11	4.2	27	15	15
Fatal or serious	626	2,511	132	205	40	179	144	153
All severities	2,535	6,450	881	1,359	250	812	845	875
All rural roads⁵								
Fatal	82	277	12	17	5.6	25	15	15
Fatal or serious	930	2,354	102	173	39	108	115	120
All severities	3,643	5,749	685	987	239	493	665	685
All roads								
Motorways								
Fatal	..	62	3.2	11	4.0	9.1	4.3	4.3
Fatal or serious	..	499	25	18	16	37	27	27
All severities	..	1,273	241	151	118	237	231	231
A roads								
Fatal	121	209	10	21	5.3	25	12	13
Fatal or serious	2,422	2,311	105	352	47	105	121	131
All severities	14,244	8,288	909	2,764	361	559	914	967
Other roads⁴								
Fatal	21	121	7.8	18	3.1	26	9.3	9.6
Fatal or serious	639	1,729	131	284	46	174	144	156
All severities	3,909	6,296	1,153	2,328	338	942	1,125	1,190
Total⁵								
Fatal	38	153	8.0	19	4.2	18	9.7	10
Fatal or serious	951	1,865	99	289	41	83	111	120
All severities	5,717	6,688	872	2,320	308	463	854	904
Estimated vehicle miles (billion)								
Urban roads ^{3,6}	2	2	96	2	15	2	117	119
Rural roads ^{3,6}	1	1	102	1	19	7	130	131
Motorways	..	0	46	0	7	7	61	61
Total	3	3	244	3	42	16	308	311

1 Includes other motor vehicles.

2 Includes other non-motor vehicles and cases where vehicle type was not reported.

3 Excludes motorways.

4 B, C and unclassified roads.

5 Includes cases where road class was not reported.

6 See urban and rural definitions.

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RAS20006

Vehicles involved in reported accidents by junction type, vehicle type, built-up and non built-up roads, Great Britain, 2010

		Number of vehicles							
		Round-about	T or staggered junction	Crossroads	Multiple junction	Slip road	Other junction	Using private drive or entrance	Not at or within 20 metres of junction
Pedal cycles	Built-up roads	2,108	7,213	1,846	217	55	410	885	3,805
	Non built-up roads	214	207	40	3	17	24	41	726
	Motorways	0	0	0	0	0	0	0	0
	All roads ¹	2,322	7,420	1,886	220	72	434	926	4,531
Motorcycles	Built-up roads	1,496	6,438	1,635	196	51	380	881	3,785
	Non built-up roads	489	780	149	14	88	125	236	2,462
	Motorways	45	4	2	0	42	0	0	236
	All roads ¹	2,030	7,222	1,786	210	181	505	1,117	6,483
Cars	Built-up roads	16,471	57,247	19,828	2,618	889	4,418	5,875	45,585
	Non built-up roads	4,689	8,493	2,356	282	1,552	1,133	1,979	28,226
	Motorways	695	78	6	12	1,044	43	1	9,165
	All roads ¹	21,855	65,818	22,190	2,912	3,485	5,594	7,855	82,976
Buses or coaches	Built-up roads	489	2,539	841	156	28	217	76	2,662
	Non built-up roads	38	60	11	3	12	11	19	258
	Motorways	3	0	0	0	4	0	0	35
	All roads ¹	530	2,599	852	159	44	228	95	2,955
Light goods vehicles	Built-up roads	780	3,308	1,070	121	55	230	367	2,743
	Non built-up roads	291	560	136	20	86	82	173	1,965
	Motorways	49	6	1	1	92	4	0	726
	All roads ¹	1,120	3,874	1,207	142	233	316	540	5,434
Heavy goods vehicles									
Articulated	Built-up roads	179	175	73	14	9	16	33	278
	Non built-up roads	177	99	14	3	73	18	42	724
	Motorways	21	4	0	1	101	3	1	831
	All roads ¹	377	278	87	18	183	37	76	1,833
Rigid	Built-up roads	264	761	276	34	19	59	97	789
	Non built-up roads	170	222	46	9	76	39	73	1,063
	Motorways	30	2	0	3	64	2	0	628
	All roads ¹	464	985	322	46	159	100	170	2,480
All HGVs	Built-up roads	443	936	349	48	28	75	130	1,067
	Non built-up roads	347	321	60	12	149	57	115	1,787
	Motorways	51	6	0	4	165	5	1	1,459
	All roads ¹	841	1,263	409	64	342	137	246	4,313
Other vehicles ²	Built-up roads	167	752	302	40	5	111	94	861
	Non built-up roads	49	153	47	1	18	38	77	620
	Motorways	5	1	0	0	8	0	0	79
	All roads ¹	221	906	349	41	31	149	171	1,560
All vehicles ²	Built-up roads	21,954	78,433	25,871	3,396	1,111	5,841	8,308	60,508
	Non built-up roads	6,117	10,574	2,799	335	1,922	1,470	2,640	36,044
	Motorways	848	95	9	17	1,355	52	2	11,700
	All roads ¹	28,919	89,102	28,679	3,748	4,388	7,363	10,950	108,252

1 Includes cases where road class and/or speed limit was not reported.

2 Includes cases where vehicle type was unknown.

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RAS20007

Vehicles involved in reported accidents skidding or overturning, and towing by road surface condition, special conditions at site and vehicle type, Great Britain, 2010

	Number of vehicles					
	Road surface conditions ¹			Special conditions at site ¹		All ²
	Dry	Wet or flood	Snow or ice	Oil or diesel	Mud	
Pedal cycles						
Involved	14,287	3,171	334	7	6	17,811
Skidded	457	198	44	5	2	700
Motorcycles						
Involved	14,750	4,209	564	168	66	19,534
Skidded	2,935	1,435	334	135	51	4,706
Cars						
Involved	141,013	55,998	15,479	533	421	212,685
Skidded	10,113	8,990	7,002	237	229	26,111
Overturned ³	3,783	2,427	1,295	39	81	7,509
Towing caravan	135	22	2	1	0	159
Other tow	349	120	33	3	2	505
Light goods vehicles						
Involved	8,640	3,282	927	39	20	12,866
Skidded	605	465	378	16	9	1,448
Overturned ³	208	112	85	3	5	405
Towing caravan	7	3	0	0	0	10
Other tow	125	34	6	0	0	165
Heavy goods vehicles						
Rigid⁴						
Involved	3,170	1,211	338	10	6	4,725
Skidded	248	135	87	1	1	470
Jack-knifed	5	3	3	0	0	11
Overturned ³	91	43	19	1	0	153
Articulated						
Involved	1,860	797	230	9	7	2,889
Skidded	169	85	42	2	1	297
Jack-knifed	26	27	48	1	0	101
Overturned ³	140	32	10	2	0	182
All HGVs⁵						
Involved	5,030	2,009	568	19	13	7,615
Skidded	417	220	129	3	2	767
Jack-knifed	31	30	51	1	0	112
Overturned ³	231	75	29	3	0	335
Buses or coaches						
Involved	5,803	1,323	317	14	6	7,462
Skidded	81	61	72	1	2	214
Overturned ³	8	2	1	0	0	11
Other motor vehicles						
Involved	2,175	709	234	9	13	3,122
Skidded	115	82	63	3	1	260
Overturned ³	99	26	11	0	0	136
Other vehicles⁶						
Involved	237	60	8	0	3	306
Skidded	4	2	0	0	0	6
Overturned ³	16	1	0	0	1	17
All⁶	191,935	70,761	18,431	789	548	281,401

1 Vehicles can be counted in both "road surface conditions" and "special conditions at site" columns.

2 Includes cases where road surface condition or special condition at site was not reported.

3 Includes vehicles which may have skidded or jack-knifed before overturning.

4 Includes vehicles towing trailers or caravans.

5 Includes cases where body type was not reported.

6 Includes cases where vehicle type was not reported.

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RAS20008

Vehicles involved in reported accidents by vehicle type and manoeuvre, Great Britain, 2010

	Number of vehicles					
	Pedal cycles	Motorcycles 50cc and under	Motorcycles 51 - 125cc	Motorcycles 126 - 500cc	Motorcycles over 500cc	All motorcycles ¹
Reversing	19	2	4	1	6	13
Parked	22	21	25	10	21	77
Waiting to go ahead but held up	177	77	156	72	191	496
Slowing or stopping	350	271	400	151	427	1,249
Moving off	503	63	95	60	125	343
U turning	13	11	8	7	9	35
Turning left	405	111	160	54	190	515
Waiting to turn left	18	14	19	8	33	74
Turning right	1,051	172	249	99	236	756
Waiting to turn right	105	25	43	17	39	124
Changing lane to left	54	9	26	11	63	109
Changing lane to right	130	10	27	15	55	107
Overtaking a moving vehicle - offside	140	162	424	165	806	1,557
Overtaking a stationary vehicle - offside	466	147	337	118	311	913
Overtaking - nearside	380	48	141	47	130	366
Going ahead on a left-hand bend	313	124	273	134	648	1,179
Going ahead on a right-hand bend	473	122	297	127	558	1,104
Going ahead other	13,192	1,814	3,466	1,282	3,955	10,517
All known manoeuvres	17,811	3,203	6,150	2,378	7,803	19,534
Number of vehicles involved in accidents ²	17,811	3,203	6,150	2,378	7,803	19,534
of which - at a junction	13,280	2,179	4,436	1,561	4,875	13,051

	Number of vehicles					
	Cars	Buses or coaches	Light goods vehicles	Heavy goods vehicles		All vehicles other than two-wheel ⁴
				HGVs involved	of which foreign reg'd LHD ³	
Reversing	3,222	25	487	121	4	3,946
Parked	8,790	540	779	384	24	10,730
Waiting to go ahead but held up	16,431	380	739	284	9	17,988
Slowing or stopping	18,672	1,178	1,187	521	16	21,771
Moving off	8,727	979	473	281	18	10,620
U turning	1,706	13	127	30	3	1,897
Turning left	7,158	230	538	277	5	8,313
Waiting to turn left	1,378	15	46	14	1	1,461
Turning right	22,285	374	1,250	397	31	24,625
Waiting to turn right	4,047	32	171	48	2	4,356
Changing lane to left	1,661	34	159	395	14	2,284
Changing lane to right	1,970	50	157	489	249	2,698
Overtaking a moving vehicle - offside	3,349	79	278	197	16	3,979
Overtaking a stationary vehicle - offside	2,169	87	150	54	1	2,510
Overtaking - nearside	782	25	49	32	3	905
Going ahead on a left-hand bend	7,791	116	447	254	5	8,725
Going ahead on a right-hand bend	9,002	174	448	355	10	10,110
Going ahead other	93,545	3,131	5,381	3,482	183	107,138
All known manoeuvres	212,685	7,462	12,866	7,615	594	244,056
Number of vehicles involved in accidents ²	212,685	7,462	12,866	7,615	594	244,056
of which - at a junction	129,709	4,507	7,432	3,302	167	146,818

1 Includes motorcycles where engine size was not reported.

2 Includes cases where vehicle manoeuvre was not reported.

3 Left hand drive.

4 Includes other motor and non motor vehicles and cases where vehicle class was not reported.

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RAS20009

Vehicles involved in reported personal injury road accidents, by vehicle type, Great Britain, 1979-2010

Year	Number of vehicles						
	Pedal cycle	Motorcycle	Car	Bus or coach	Light goods vehicles	Heavy goods vehicles	All vehicles ¹
1979	24,792	69,173	265,327	14,808	24,715	18,194	422,983
1980	25,884	73,054	262,979	13,814	22,319	15,343	418,266
1981	26,496	70,949	265,531	13,083	22,106	14,554	417,723
1982	29,429	73,043	275,541	12,914	21,707	14,689	431,547
1983	31,824	65,962	261,714	12,763	19,853	13,504	409,690
1984	32,210	65,340	279,954	12,802	20,911	14,197	429,520
1985	27,953	57,823	278,517	12,468	23,113	14,452	417,923
1986	27,041	53,566	290,588	12,137	23,437	14,779	425,285
1987	27,010	47,024	287,636	11,766	22,651	15,107	414,988
1988	26,561	44,279	303,693	12,086	24,671	16,376	431,760
1989	29,327	43,995	325,213	12,711	25,793	17,894	459,172
1990	27,108	40,404	330,181	12,200	24,652	16,524	455,234
1991	25,439	31,722	308,076	11,417	21,802	15,241	417,792
1992	25,299	27,660	313,382	11,264	20,490	14,500	416,725
1993	24,612	25,836	312,790	10,947	19,069	14,417	411,729
1994	25,415	25,127	322,946	11,413	19,495	14,572	422,621
1995	25,497	24,219	318,083	10,994	18,674	13,771	414,807
1996	25,102	23,798	331,091	11,196	19,186	13,582	427,521
1997	25,200	25,211	338,924	11,241	20,070	14,385	438,877
1998	23,423	25,514	337,794	11,762	20,083	14,526	437,105
1999	23,482	27,122	329,866	11,888	18,052	15,191	430,492
2000	21,055	29,236	329,846	11,733	17,671	15,194	429,943
2001	19,497	30,084	321,900	11,521	18,314	14,813	420,073
2002	17,532	29,503	314,568	10,781	17,755	13,480	408,325
2003	17,472	29,523	299,933	10,939	17,486	13,173	392,022
2004	17,084	26,857	291,842	10,573	15,728	12,516	379,845
2005	17,039	25,870	281,810	9,988	16,078	12,120	366,236
2006	16,611	24,323	267,991	9,133	15,593	11,336	348,059
2007	16,607	24,381	255,891	8,559	14,620	10,688	334,966
2008	16,797	22,427	236,923	8,375	13,621	9,040	311,604
2009	17,599	21,590	227,244	7,831	13,214	7,487	298,687
2010	17,811	19,534	212,685	7,462	12,866	7,615	281,401

1 Includes other vehicles and cases where the vehicle type was not reported.

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RAS20010

Vehicles in reported personal injury accidents by journey purpose of driver/rider and by vehicle type, Great Britain, 2010

Journey purpose		Number of vehicles/percentage						
		Pedal cycle	Motorcycle	Car	Bus or coach	Light goods vehicles	Heavy goods vehicles	All vehicles ¹
Work	No. of vehicles	1,397	1,694	24,632	6,443	6,419	6,234	48,312
	Percentage	8	9	12	86	50	82	17
Commuting	No. of vehicles	2,394	2,731	20,131	32	961	96	26,470
	Percentage	13	14	9	0	7	1	9
Taking Pupil to School	No. of vehicles	48	20	2,666	95	16	1	2,852
	Percentage	0	0	1	1	0	0	1
Pupil Riding to School	No. of vehicles	517	171	292	9	4	2	997
	Percentage	3	1	0	0	0	0	0
Other	No. of vehicles	13,455	14,918	164,964	883	5,466	1,282	202,770
	Percentage	76	76	78	12	42	17	72
Total	No. of vehicles	17,811	19,534	212,685	7,462	12,866	7,615	281,401
	Percentage	100	100	100	100	100	100	100

1 Includes other vehicle types and cases where vehicle type was not reported.

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RAS30009

Reported casualties by gender, built-up and non built-up roads, road class and severity, Great Britain, 1994-98 average, 2003-2010

	Number of casualties								
Male	1994-98 average ¹	2003	2004	2005	2006	2007	2008	2009	2010
Built-up roads²									
A roads									
Killed	511	505	452	415	451	383	366	335	263
KSI ³	7,985	6,569	5,868	5,504	5,577	5,502	5,191	4,927	4,510
All severities	54,577	50,785	47,471	44,816	42,149	41,651	40,336	38,946	37,395
B roads									
Killed	139	136	147	135	135	138	116	125	81
KSI	2,392	1,967	1,938	1,715	1,779	1,777	1,636	1,598	1,316
All severities	15,251	14,504	14,142	13,455	12,954	12,425	11,927	11,687	10,892
Other roads									
Killed	367	354	363	342	349	308	289	248	181
KSI	8,110	6,705	6,253	5,992	6,000	5,832	5,430	5,122	4,687
All severities	54,300	50,234	48,340	47,840	45,707	43,503	40,451	39,372	36,826
All built-up roads⁴									
Killed	1,018	995	962	892	935	829	771	708	525
KSI	18,487	15,241	14,059	13,211	13,356	13,111	12,257	11,647	10,513
All severities	124,128	115,523	109,953	106,111	100,810	97,579	92,714	90,005	85,113
Non-built-up roads²									
A roads									
Killed	992	1,005	918	942	924	818	687	601	512
KSI	7,275	6,089	5,615	5,299	5,093	4,663	4,233	4,031	3,556
All severities	31,393	28,694	28,471	27,483	25,996	24,543	21,346	20,959	18,969
B roads									
Killed	192	242	206	203	186	200	149	123	122
KSI	1,881	1,680	1,475	1,345	1,316	1,233	1,173	1,065	939
All severities	7,675	7,109	6,913	6,578	6,162	6,067	5,215	4,741	4,343
Other roads									
Killed	215	218	214	216	220	220	154	120	118
KSI	2,392	1,946	1,791	1,675	1,706	1,606	1,417	1,335	1,179
All severities	11,357	10,142	9,658	9,715	9,543	8,760	7,613	7,045	6,170
All non built-up roads⁴									
Killed	1,398	1,465	1,338	1,361	1,330	1,238	990	844	752
KSI	11,547	9,715	8,881	8,319	8,115	7,502	6,823	6,431	5,674
All severities	50,425	45,945	45,042	43,776	41,701	39,370	34,174	32,745	29,482
All speed limits⁵									
Motorways									
Killed	129	167	133	163	136	150	121	101	89
KSI	1,009	1,004	921	912	816	893	709	673	613
All severities	7,349	8,024	8,178	7,910	7,701	7,414	6,590	5,961	5,895
A roads									
Killed	1,503	1,510	1,370	1,357	1,375	1,201	1,053	936	775
KSI	15,260	12,658	11,483	10,803	10,670	10,165	9,424	8,958	8,066
All severities	85,971	79,479	75,942	72,299	68,145	66,194	61,682	59,905	56,364
B roads									
Killed	331	378	353	338	321	338	265	248	203
KSI	4,273	3,647	3,413	3,060	3,095	3,010	2,809	2,663	2,255
All severities	22,926	21,613	21,055	20,033	19,116	18,492	17,142	16,428	15,235
Other roads									
Killed	583	572	577	558	569	528	443	368	299
KSI	10,503	8,651	8,044	7,667	7,706	7,438	6,847	6,457	5,866
All severities	65,661	60,376	57,998	57,555	55,250	52,263	48,064	46,417	42,996
Total⁵									
Killed	2,547	2,627	2,433	2,416	2,401	2,217	1,882	1,653	1,366
KSI	31,045	25,960	23,861	22,442	22,287	21,506	19,789	18,751	16,800
All severities	181,906	169,492	163,173	157,797	150,212	144,363	133,478	128,711	120,490

1 Figures have been rounded to the nearest whole number. 4 Includes cases where road class was not reported.

2 Excludes motorways.

3 Killed or seriously injured.

5 Includes cases where speed limit was not reported.

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Source: DFT STATS19
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Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010>

RAS30009

Reported casualties by gender, built-up and non built-up roads, road class and severity, Great Britain, 1994-98 average, 2003-2010

	Number of casualties								
	1994-98 average ¹	2003	2004	2005	2006	2007	2008	2009	2010
Female									
Built-up roads ²									
A roads									
Killed	237	198	152	165	168	167	126	139	106
KSI ³	4,550	3,004	2,701	2,381	2,407	2,455	2,297	2,127	1,995
All severities	43,086	37,233	35,121	32,922	31,159	30,072	29,384	28,193	27,041
B roads									
Killed	72	58	53	48	47	54	41	43	26
KSI	1,376	939	850	765	748	740	767	702	723
All severities	12,419	11,006	10,590	10,206	9,754	9,630	9,200	8,856	8,418
Other roads									
Killed	173	127	134	150	131	110	118	91	82
KSI	4,473	2,930	2,709	2,707	2,705	2,602	2,551	2,313	2,220
All severities	40,645	35,647	34,595	34,242	32,893	31,418	29,530	28,683	26,719
All built-up roads ⁴									
Killed	483	383	339	363	346	331	285	273	214
KSI	10,399	6,873	6,260	5,853	5,860	5,797	5,615	5,142	4,938
All severities	96,150	83,886	80,306	77,370	73,806	71,120	68,114	65,732	62,178
Non-built-up roads ²									
A roads									
Killed	365	316	302	275	272	243	229	192	169
KSI	3,723	2,481	2,413	2,259	2,117	1,908	1,780	1,746	1,553
All severities	23,475	20,098	20,077	19,022	18,256	17,070	15,300	15,068	14,059
B roads									
Killed	72	70	59	56	48	62	53	39	36
KSI	913	665	633	544	542	492	501	424	387
All severities	5,168	4,583	4,507	4,271	4,116	3,870	3,590	3,158	3,062
Other roads									
Killed	66	62	57	50	54	60	51	34	36
KSI	1,064	784	797	697	688	653	557	531	526
All severities	7,575	6,430	6,555	6,557	6,251	5,848	5,370	4,737	4,344
All non built-up roads ⁴									
Killed	502	448	418	381	374	365	333	265	241
KSI	5,699	3,930	3,843	3,500	3,347	3,053	2,838	2,701	2,466
All severities	36,218	31,111	31,139	29,850	28,623	26,788	24,260	22,963	21,465
All speed limits ⁵									
Motorways									
Killed	44	50	31	41	51	33	37	31	29
KSI	505	447	379	355	349	358	318	317	303
All severities	5,529	6,004	6,128	5,867	5,682	5,384	4,876	4,695	4,474
A roads									
Killed	602	514	454	440	440	410	355	331	275
KSI	8,272	5,485	5,114	4,640	4,524	4,363	4,077	3,873	3,548
All severities	66,562	57,331	55,198	51,944	49,415	47,142	44,684	43,261	41,100
B roads									
Killed	145	128	112	104	95	116	94	82	62
KSI	2,289	1,604	1,483	1,309	1,290	1,232	1,268	1,126	1,110
All severities	17,587	15,589	15,097	14,477	13,870	13,500	12,790	12,014	11,480
Other roads									
Killed	239	189	191	200	185	170	169	125	118
KSI	5,537	3,714	3,506	3,404	3,393	3,255	3,108	2,844	2,746
All severities	48,222	42,077	41,150	40,799	39,144	37,266	34,900	33,420	31,063
Total ⁵									
Killed	1,030	881	788	785	771	729	655	569	484
KSI	16,603	11,250	10,482	9,708	9,556	9,208	8,771	8,160	7,707
All severities	137,900	121,001	117,573	113,087	108,111	103,292	97,250	93,390	88,117

1 Figures have been rounded to the nearest whole number. 4 Includes cases where road class was not reported.

2 Excludes motorways.

5 Includes cases where speed limit was not reported.

3 Killed or seriously injured.

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RAS30009

Reported casualties by gender, built-up and non built-up roads, road class and severity, Great Britain, 1994-98 average, 2003-2010

	Number of casualties								
	1994-98 average ¹	2003	2004	2005	2006	2007	2008	2009	2010
All Casualties									
Built-up roads²									
A roads									
Killed	748	703	604	580	619	550	492	474	369
KSI ³	12,535	9,573	8,571	7,886	7,985	7,958	7,490	7,055	6,506
All severities	97,700	88,052	82,608	77,765	73,324	71,751	69,764	67,146	64,449
B roads									
Killed	211	194	200	183	182	192	157	168	107
KSI	3,769	2,906	2,789	2,480	2,527	2,519	2,403	2,300	2,040
All severities	27,679	25,517	24,743	23,673	22,715	22,066	21,144	20,547	19,314
Other roads									
Killed	541	481	497	492	480	418	408	339	263
KSI	12,584	9,639	8,962	8,700	8,705	8,434	7,987	7,435	6,908
All severities	94,984	85,930	82,967	82,139	78,624	74,969	70,051	68,067	63,560
All built-up roads⁴									
Killed	1,501	1,378	1,301	1,255	1,281	1,160	1,057	981	739
KSI	28,888	22,118	20,322	19,066	19,217	18,911	17,880	16,790	15,454
All severities	220,363	199,499	190,318	183,577	174,663	168,786	160,959	155,760	147,323
Non-built-up roads²									
A roads									
Killed	1,357	1,321	1,220	1,217	1,196	1,061	916	793	681
KSI	10,999	8,570	8,029	7,561	7,211	6,572	6,016	5,777	5,109
All severities	54,882	48,804	48,567	46,526	44,272	41,621	36,676	36,047	33,033
B roads									
Killed	264	312	265	259	234	262	202	162	158
KSI	2,794	2,346	2,109	1,889	1,858	1,725	1,675	1,489	1,326
All severities	12,846	11,697	11,424	10,853	10,283	9,942	8,809	7,899	7,407
Other roads									
Killed	280	280	271	266	274	280	205	154	154
KSI	3,456	2,730	2,590	2,372	2,394	2,259	1,974	1,866	1,705
All severities	18,937	16,578	16,223	16,279	15,798	14,614	12,990	11,784	10,516
All non built-up roads⁴									
Killed	1,901	1,913	1,756	1,742	1,704	1,603	1,323	1,109	993
KSI	17,250	13,646	12,728	11,822	11,463	10,556	9,665	9,132	8,140
All severities	86,666	77,079	76,214	73,658	70,353	66,177	58,475	55,730	50,956
All speed limits⁵									
Motorways									
Killed	173	217	164	204	187	183	158	132	118
KSI	1,516	1,451	1,301	1,267	1,165	1,253	1,027	990	916
All severities	12,891	14,029	14,308	13,782	13,388	12,817	11,471	10,656	10,369
A roads									
Killed	2,106	2,024	1,824	1,797	1,815	1,611	1,408	1,267	1,050
KSI	23,535	18,143	16,600	15,447	15,196	14,530	13,506	12,832	11,615
All severities	152,584	136,856	131,175	124,291	117,596	113,372	106,440	103,193	97,482
B roads									
Killed	476	506	465	442	416	454	359	330	265
KSI	6,563	5,252	4,898	4,369	4,385	4,244	4,078	3,789	3,366
All severities	40,526	37,214	36,167	34,526	32,998	32,008	29,953	28,446	26,721
Other roads									
Killed	823	761	768	758	754	698	613	493	417
KSI	16,042	12,369	11,552	11,072	11,099	10,693	9,961	9,301	8,613
All severities	113,927	102,508	99,190	98,418	94,422	89,583	83,041	79,851	74,076
Total⁵									
Killed	3,578	3,508	3,221	3,201	3,172	2,946	2,538	2,222	1,850
KSI	47,656	37,215	34,351	32,155	31,845	30,720	28,572	26,912	24,510
All severities	319,928	290,607	280,840	271,017	258,404	247,780	230,905	222,146	208,648

1 Figures have been rounded to the nearest whole number. 4 Includes cases where road class was not reported.

2 Excludes motorways.

3 Killed or seriously injured.

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RAS30010

Reported casualties by gender, road user type and severity, Great Britain, 1994-98 average, 2003-2010

Number of casualties

	1994-98 average ¹	2003	2004	2005	2006	2007	2008	2009	2010
Female									
Pedestrians									
Killed	376	269	221	250	223	224	210	176	130
KSI ²	4,605	2,961	2,818	2,818	2,731	2,664	2,649	2,376	2,215
All severities	19,348	14,905	14,555	13,913	13,151	12,717	12,189	11,573	10,995
Pedal cyclists									
Killed	32	25	27	17	24	24	18	21	26
KSI	713	405	385	416	422	474	459	471	524
All severities	4,930	3,350	3,238	3,248	3,127	3,147	3,168	3,250	3,249
Motorcycle									
Riders									
Killed	12	23	13	12	18	20	13	13	11
KSI	398	430	365	320	347	377	365	318	282
All severities	1,906	2,203	1,979	1,904	1,857	1,808	1,744	1,618	1,512
Passengers									
Killed	18	20	13	7	10	14	11	9	10
KSI	285	263	213	188	173	209	173	171	153
All severities	1,067	938	840	749	650	705	628	595	505
Car									
Drivers									
Killed	255	271	251	236	226	211	215	174	154
KSI	5,114	3,448	3,366	2,968	2,956	2,740	2,571	2,477	2,348
All severities	56,267	53,898	53,207	52,098	50,704	48,268	45,394	43,638	40,856
Passengers									
Killed	312	253	246	245	248	224	174	162	136
KSI	4,812	3,232	2,887	2,628	2,504	2,359	2,148	1,969	1,814
All severities	46,347	38,315	36,746	34,857	32,694	30,887	28,615	27,585	25,909
Bus or coach									
Drivers									
Killed	0	0	0	0	0	0	0	0	0
KSI	5	5	8	6	3	4	2	3	3
All severities	61	64	76	81	70	59	67	59	63
Passengers³									
Killed	11	3	7	4	9	4	2	5	5
KSI	449	328	307	221	283	271	283	244	256
All severities	6,278	5,844	5,587	4,984	4,631	4,509	4,322	4,005	3,954
Light goods vehicle									
Drivers									
Killed	2	3	0	1	2	0	0	3	2
KSI	54	25	16	15	23	13	19	20	19
All severities	466	337	254	285	291	263	241	219	229
Passengers									
Killed	4	5	1	2	1	2	2	0	0
KSI	79	46	32	40	26	27	25	30	27
All severities	671	513	392	406	392	326	309	302	330
Heavy goods vehicle									
Drivers									
Killed	0	0	1	1	0	1	0	0	0
KSI	5	6	3	6	3	4	6	3	0
All severities	46	48	41	46	46	48	51	36	31
Passengers									
Killed	1	0	1	2	0	1	1	1	0
KSI	15	11	12	16	10	7	6	8	2
All severities	103	116	106	115	106	66	61	63	35
All road users⁴									
Killed	1,030	881	788	785	771	729	655	569	484
KSI	16,603	11,250	10,482	9,708	9,556	9,208	8,771	8,160	7,707
All severities	137,900	121,001	117,573	113,087	108,111	103,292	97,250	93,390	88,117

1 Figures have been rounded to the nearest whole number.

3 Includes boarding and alighting.

2 Killed or seriously injured.

4 Includes other road users and cases where road user type was not reported.

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RAS30010

Reported casualties by gender, road user type and severity, Great Britain, 1994-98 average, 2003-2010

	Number of casualties								
	1994-98 average ¹	2003	2004	2005	2006	2007	2008	2009	2010
Male									
Pedestrians									
Killed	631	505	450	421	452	422	362	324	275
KSI ²	7,063	4,971	4,658	4,310	4,319	4,260	3,988	3,668	3,390
All severities	27,163	21,472	20,312	19,338	17,824	17,452	16,266	15,311	14,839
Pedal cyclists									
Killed	154	89	107	131	122	112	97	83	85
KSI	3,019	2,005	1,923	1,942	2,020	2,090	2,106	2,239	2,247
All severities	19,437	13,672	13,406	13,300	13,063	13,036	13,118	13,811	13,935
Motorcycle									
Riders									
Killed	422	642	544	537	558	541	459	441	375
KSI	5,590	6,775	5,889	5,822	5,804	5,998	5,399	5,236	4,660
All severities	20,341	24,523	22,214	21,574	20,284	20,468	18,774	18,154	16,400
Passengers									
Killed	15	8	15	13	13	13	9	9	7
KSI	202	184	179	178	160	152	109	97	88
All severities	704	739	599	591	533	475	394	335	269
Car									
Drivers									
Killed	873	898	855	873	840	731	646	526	420
KSI	9,518	7,591	7,035	6,529	6,349	5,737	5,395	4,893	4,158
All severities	71,669	69,868	68,814	67,442	64,276	60,809	55,506	52,663	48,925
Passengers									
Killed	323	347	319	321	298	266	222	197	125
KSI	3,807	3,017	2,853	2,490	2,445	2,127	1,851	1,773	1,426
All severities	28,957	26,215	25,040	23,830	23,269	21,399	19,569	19,502	17,493
Bus or coach									
Drivers									
Killed	1	1	3	0	2	0	0	1	2
KSI	66	39	37	25	37	33	38	24	34
All severities	743	798	746	737	654	579	587	523	487
Passengers³									
Killed	7	7	10	5	8	8	4	8	2
KSI	194	128	135	111	103	147	109	99	108
All severities	2,500	2,342	2,398	2,109	1,895	1,922	1,937	1,716	1,759
Light goods vehicle									
Drivers									
Killed	46	47	47	45	37	47	36	28	28
KSI	682	546	470	410	405	358	329	299	246
All severities	4,912	4,787	4,386	4,260	4,219	3,790	3,518	3,433	3,209
Passengers									
Killed	13	17	14	6	12	9	5	5	4
KSI	200	148	113	122	109	96	72	68	67
All severities	1,374	1,260	1,131	1,097	1,008	957	843	789	724
Heavy goods vehicle									
Drivers									
Killed	46	42	40	47	36	41	20	12	26
KSI	492	361	354	341	327	310	213	162	189
All severities	2,808	2,546	2,410	2,395	2,084	2,048	1,578	1,255	1,325
Passengers									
Killed	5	2	5	5	3	9	2	1	2
KSI	67	51	37	32	43	41	14	16	21
All severities	380	350	326	287	292	312	236	165	187
All road users⁴									
Killed	2,547	2,627	2,433	2,416	2,401	2,217	1,882	1,653	1,366
KSI	31,045	25,960	23,861	22,442	22,287	21,506	19,789	18,751	16,800
All severities	181,906	169,492	163,173	157,797	150,212	144,363	133,478	128,711	120,490

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2 Killed or seriously injured.

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RAS30010

Reported casualties by gender, road user type and severity, Great Britain, 1994-98 average, 2003-2010

	Number of casualties								
All casualties	1994-98 average ¹	2003	2004	2005	2006	2007	2008	2009	2010
Pedestrians									
Killed	1,008	774	671	671	675	646	572	500	405
KSI ²	11,669	7,933	7,478	7,129	7,051	6,924	6,642	6,045	5,605
All severities	46,543	36,405	34,881	33,281	30,982	30,191	28,482	26,887	25,845
Pedal cyclists									
Killed	186	114	134	148	146	136	115	104	111
KSI	3,732	2,411	2,308	2,360	2,442	2,564	2,565	2,710	2,771
All severities	24,385	17,033	16,648	16,561	16,196	16,195	16,297	17,064	17,185
Motorcycle									
Riders									
Killed	434	665	557	549	576	561	473	454	386
KSI	5,988	7,205	6,255	6,142	6,151	6,376	5,767	5,554	4,942
All severities	22,251	26,733	24,201	23,484	22,143	22,279	20,528	19,773	17,912
Passengers									
Killed	33	28	28	20	23	27	20	18	17
KSI	487	447	393	366	333	361	282	268	241
All severities	1,772	1,678	1,440	1,340	1,183	1,180	1,022	930	774
Car									
Drivers									
Killed	1,128	1,169	1,106	1,109	1,066	942	861	700	574
KSI	14,634	11,040	10,402	9,497	9,305	8,479	7,967	7,370	6,506
All severities	127,958	123,786	122,045	119,567	115,003	109,100	100,952	96,307	89,787
Passengers									
Killed	634	600	565	566	546	490	396	359	261
KSI	8,619	6,251	5,742	5,120	4,949	4,488	4,001	3,742	3,243
All severities	75,329	64,556	61,813	58,735	55,997	52,333	48,236	47,105	43,418
Bus or coach									
Drivers									
Killed	1	1	3	0	2	0	0	1	2
KSI	71	44	45	31	40	37	40	27	37
All severities	804	862	822	818	724	638	654	582	550
Passengers³									
Killed	19	10	17	9	17	12	6	13	7
KSI	645	456	443	332	386	418	392	343	364
All severities	8,794	8,206	7,998	7,102	6,529	6,441	6,275	5,735	5,718
Light goods vehicle									
Drivers									
Killed	48	50	47	46	39	47	36	31	30
KSI	735	571	486	425	429	371	348	319	265
All severities	5,378	5,124	4,641	4,545	4,511	4,054	3,761	3,652	3,440
Passengers									
Killed	17	22	15	8	13	11	7	5	4
KSI	279	194	145	162	135	123	97	98	94
All severities	2,046	1,773	1,525	1,503	1,403	1,286	1,152	1,091	1,054
Heavy goods vehicle									
Drivers									
Killed	46	42	41	48	36	42	20	12	26
KSI	497	367	357	347	330	315	220	165	189
All severities	2,855	2,594	2,451	2,441	2,132	2,098	1,633	1,291	1,356
Passengers									
Killed	7	2	6	7	3	10	3	2	2
KSI	82	62	49	48	53	48	20	24	23
All severities	483	467	432	402	398	378	297	228	222
All road users⁴									
Killed	3,578	3,508	3,221	3,201	3,172	2,946	2,538	2,222	1,850
KSI	47,656	37,215	34,351	32,155	31,845	30,720	28,572	26,912	24,510
All severities	319,928	290,607	280,840	271,017	258,404	247,780	230,905	222,146	208,648

1 Figures have been rounded to the nearest whole number.

3 Includes boarding and alighting.

2 Killed or seriously injured.

4 Includes other road users and cases where road user type was not reported.

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RAS30011

Reported killed or seriously injured casualties by gender, road user type and age, Great Britain, 1994-98 average, 2003-2010

Number of casualties

		1994-98 average ¹	2003	2004	2005	2006	2007	2008	2009	2010
Female										
Pedestrians	0 to 4 ²	197	81	80	91	81	81	86	76	66
	5 to 7	260	104	109	121	101	77	83	80	82
	8 to 11	475	250	208	218	200	213	168	163	196
	12 to 15	590	380	455	403	368	323	305	297	269
	16 to 19	300	231	211	241	227	194	217	182	153
	20 to 24	244	197	185	181	168	173	180	159	161
	25 to 59	1,020	790	742	752	751	755	745	651	599
	60 to 64	164	105	94	97	105	99	111	117	96
	65 to 69	191	119	89	93	92	105	94	96	82
	70 to 74	263	156	135	111	112	124	133	115	105
	75 to 79	310	174	151	167	152	159	145	120	124
	80 and over	528	325	316	291	326	307	326	287	257
	All age groups ³	4,605	2,961	2,818	2,818	2,731	2,664	2,649	2,376	2,215
Pedal cyclists	0 to 4 ²	1	1	1	1	0	2	1	1	2
	5 to 7	23	10	13	14	10	7	0	11	10
	8 to 11	74	38	27	29	40	36	28	18	30
	12 to 15	98	37	42	35	28	33	20	25	25
	16 to 19	58	23	25	30	24	28	22	15	21
	20 to 24	75	42	27	37	29	36	51	56	36
	25 to 59	299	196	197	205	233	276	276	295	321
	60 and over	72	44	48	54	50	46	52	46	69
	All age groups ³	713	405	385	416	422	474	459	471	524
	Motorcycle riders 50cc and under	Under 16	1	4	1	1	2	0	2	1	0
16		9	14	13	23	16	15	15	11	14
17		7	8	14	9	16	11	8	6	9
18		4	4	4	5	3	3	7	2	3
19		3	3	6	4	0	4	3	5	2
20 to 24		12	13	12	8	7	13	9	4	6
25 to 59		65	49	41	37	35	41	36	24	19
60 and over		20	12	7	4	2	7	6	7	5
All age groups ³		122	108	102	92	83	95	88	60	58
Motorcycle riders over 50cc		Under 16	2	1	0	0	1	0	0	0	0
	16	4	3	7	6	2	3	0	1	1
	17	9	11	6	8	6	6	4	9	7
	18	8	6	6	3	10	2	2	5	5
	19	11	6	12	5	6	6	8	9	3
	20 to 24	62	40	44	33	34	32	44	35	29
	25 to 59	170	244	183	164	196	226	213	192	167
	60 and over	7	7	5	5	6	5	4	7	10
	All age groups ³	276	322	263	228	264	282	277	258	224
	Car drivers	Under 17	3	2	2	4	3	1	2	1
17		85	57	36	47	40	53	48	45	39
18		174	119	117	122	116	104	100	90	81
19		161	98	135	107	125	107	100	90	92
20 to 24		782	491	477	432	413	401	375	353	318
25 to 29		730	438	376	317	321	282	269	246	233
30 to 39		1,140	682	692	555	536	487	449	401	390
40 to 59		1,356	978	979	863	862	793	721	748	689
60 to 69		299	248	244	224	248	221	211	215	227
70 to 79		227	208	173	178	167	177	170	178	152
80 and over		96	90	98	88	98	76	98	89	106
All age groups ³		5,114	3,448	3,366	2,968	2,956	2,740	2,571	2,477	2,348
Car passengers		Under 17	840	562	474	400	435	378	360	306	222
	17	215	191	155	140	137	147	128	107	77
	18	204	154	137	121	136	132	113	107	96
	19	140	123	116	102	106	90	104	90	67
	20 to 24	534	352	352	313	295	293	251	217	209
	25 to 29	396	176	170	169	179	136	153	127	137
	30 to 39	510	308	271	233	235	196	167	162	161
	40 to 59	812	519	470	454	383	391	321	311	302
	60 to 69	454	267	247	220	198	190	191	199	167
	70 to 79	403	277	246	234	204	198	196	176	194
	80 and over	209	184	174	165	146	158	125	134	151
	All age groups ³	4,812	3,232	2,887	2,628	2,504	2,359	2,148	1,969	1,814

1 Figures have been rounded to the nearest whole number.

2 In some cases age 0 may have been coded where the age of the casualty was not reported

3 Includes cases where age was not reported.

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RAS30011

Reported killed or seriously injured casualties by gender, road user type and age, Great Britain, 1994-98 average, 2003-2010

Number of casualties

		1994-98 average ¹	2003	2004	2005	2006	2007	2008	2009	2010
Male										
Pedestrians	0 to 4 ²	374	190	170	156	158	172	130	138	155
	5 to 7	571	288	253	207	207	198	202	173	186
	8 to 11	875	503	456	419	357	341	350	312	306
	12 to 15	825	585	608	519	553	494	458	421	386
	16 to 19	513	435	391	410	385	410	359	320	286
	20 to 24	523	445	384	396	388	384	376	347	284
	25 to 59	2,116	1,715	1,612	1,438	1,536	1,481	1,396	1,275	1,216
	60 to 64	207	145	113	104	121	113	110	142	98
	65 to 69	188	110	107	108	114	113	116	91	78
	70 to 74	228	122	131	133	108	121	105	106	93
	75 to 79	207	138	122	123	107	112	121	102	88
80 and over	328	215	221	201	202	250	188	185	154	
	All age groups ³	7,063	4,971	4,658	4,310	4,319	4,260	3,988	3,668	3,390
Pedal cyclists	0 to 4 ²	17	12	6	9	6	4	4	3	2
	5 to 7	123	43	40	39	38	33	29	34	26
	8 to 11	304	178	125	134	119	128	104	111	98
	12 to 15	489	276	323	266	262	279	231	255	205
	16 to 19	304	157	144	144	163	154	176	152	156
	20 to 24	263	143	141	145	153	131	142	149	160
	25 to 59	1,245	980	942	1,002	1,057	1,156	1,216	1,298	1,367
	60 and over	240	191	173	170	189	167	166	214	203
		All age groups ³	3,019	2,005	1,923	1,942	2,020	2,090	2,106	2,239	2,247
Motorcycle riders 50cc and under	Under 16	13	19	25	39	28	18	10	14	9
	16	100	248	300	299	269	267	207	207	178
	17	39	110	105	105	123	133	100	93	67
	18	13	39	39	40	34	45	32	32	21
	19	7	23	20	23	28	26	19	14	9
	20 to 24	33	45	43	45	46	52	49	33	36
	25 to 59	110	138	112	108	121	132	99	100	94
	60 and over	37	20	12	9	9	12	15	19	5
	All age groups ³	355	654	664	671	665	697	538	516	423
Motorcycle riders over 50cc	Under 16	39	55	46	44	31	27	25	14	18
	16	77	78	77	68	50	54	42	36	37
	17	215	265	236	256	210	224	218	180	150
	18	175	216	193	172	185	171	198	176	168
	19	150	181	162	171	174	180	155	129	138
	20 to 24	857	716	651	668	644	719	609	589	516
	25 to 59	3,526	4,341	3,632	3,557	3,574	3,609	3,333	3,267	2,896
	60 and over	120	175	161	142	194	232	210	257	277
	All age groups ³	5,234	6,121	5,225	5,151	5,139	5,301	4,861	4,720	4,237
Car drivers	Under 17	58	53	57	41	36	31	31	13	13
	17	281	202	187	209	221	191	169	130	105
	18	453	364	316	332	346	316	272	253	171
	19	393	352	327	328	303	283	264	236	183
	20 to 24	1,640	1,309	1,241	1,160	1,133	1,025	940	829	681
	25 to 29	1,332	896	820	748	736	678	650	559	461
	30 to 39	1,852	1,497	1,343	1,217	1,122	976	874	850	694
	40 to 59	2,082	1,763	1,672	1,502	1,490	1,385	1,280	1,164	1,028
	60 to 69	613	456	418	397	407	344	396	348	329
	70 to 79	479	377	336	302	310	255	268	272	234
	80 and over	229	213	212	210	183	177	195	190	214
	All age groups ³	9,518	7,591	7,035	6,529	6,349	5,737	5,395	4,893	4,158
Car passengers	Under 17	793	554	517	401	396	336	290	301	256
	17	296	213	192	240	202	179	174	151	94
	18	295	240	239	201	236	195	177	150	103
	19	242	205	218	161	175	126	133	119	86
	20 to 24	755	666	647	564	506	500	375	382	306
	25 to 29	391	279	249	234	241	213	189	175	125
	30 to 39	403	329	300	245	226	203	175	176	157
	40 to 59	333	249	233	206	235	194	202	175	150
	60 to 69	103	70	66	65	68	68	39	46	52
	70 to 79	79	68	53	54	73	29	34	36	39
	80 and over	44	45	37	36	34	33	30	32	27
	All age groups ³	3,807	3,017	2,853	2,490	2,445	2,127	1,851	1,773	1,426

1 Figures have been rounded to the nearest whole number.

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3 Includes cases where age was not reported.

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RAS30011

Reported killed or seriously injured casualties by gender, road user type and age, Great Britain, 1994-98 average, 2003-2010

Number of casualties

		1994-98 average ¹	2003	2004	2005	2006	2007	2008	2009	2010	
All casualties											
Pedestrians	0 to 4 ²	571	271	250	247	239	253	216	214	221	
	5 to 7	831	392	362	328	308	275	285	253	268	
	8 to 11	1,350	753	664	637	557	554	518	475	502	
	12 to 15	1,415	965	1,063	922	921	817	765	718	655	
	16 to 19	813	666	603	651	612	604	577	502	439	
	20 to 24	767	642	569	577	556	557	556	506	445	
	25 to 59	3,136	2,505	2,354	2,191	2,287	2,236	2,142	1,926	1,815	
	60 to 64	370	250	207	201	226	212	221	259	194	
	65 to 69	379	229	196	201	206	218	210	187	160	
	70 to 74	490	278	266	244	220	245	238	221	198	
	75 to 79	517	312	273	290	259	271	266	222	212	
	80 and over	856	540	537	492	528	557	514	472	411	
	All age groups ³	11,669	7,933	7,478	7,129	7,051	6,924	6,642	6,045	5,605	
Pedal cyclists	0 to 4 ²	19	13	7	10	6	6	5	4	4	
	5 to 7	146	53	53	53	48	40	29	45	36	
	8 to 11	377	216	152	163	159	164	132	129	128	
	12 to 15	587	313	365	301	290	312	251	280	230	
	16 to 19	362	180	169	174	187	182	198	167	177	
	20 to 24	338	185	168	182	182	167	193	205	196	
	25 to 59	1,545	1,176	1,139	1,207	1,290	1,432	1,492	1,593	1,688	
	60 and over	313	235	221	224	239	213	218	260	272	
		All age groups ³	3,732	2,411	2,308	2,360	2,442	2,564	2,565	2,710	2,771
	Motorcycle riders 50cc and under	Under 16	14	23	26	40	30	18	12	15	9
16		109	262	313	322	285	282	222	218	192	
17		46	118	119	114	139	144	108	99	76	
18		17	43	43	45	37	48	39	34	24	
19		10	26	26	27	28	30	22	19	11	
20 to 24		46	58	55	53	53	65	58	37	42	
25 to 59		174	187	153	145	156	173	135	124	113	
60 and over		57	32	19	13	11	19	21	26	10	
		All age groups ³	477	762	766	763	748	792	626	576	481
Motorcycle riders over 50cc		Under 16	41	56	46	44	32	27	25	14	18
	16	81	81	84	74	52	57	42	37	38	
	17	224	276	242	264	216	230	222	189	157	
	18	183	222	199	175	195	173	200	181	173	
	19	161	187	174	176	180	186	163	138	141	
	20 to 24	918	756	695	701	678	751	653	624	545	
	25 to 59	3,697	4,585	3,815	3,721	3,770	3,835	3,547	3,459	3,063	
	60 and over	127	182	166	147	200	237	214	264	287	
		All age groups ³	5,511	6,443	5,489	5,379	5,403	5,584	5,141	4,978	4,461
Car drivers	Under 17	61	55	59	45	39	32	33	14	14	
	17	365	259	223	256	261	244	217	175	144	
	18	627	483	433	454	462	420	372	343	252	
	19	554	450	462	435	428	390	364	326	275	
	20 to 24	2,421	1,800	1,718	1,592	1,546	1,426	1,315	1,182	999	
	25 to 29	2,062	1,334	1,196	1,065	1,057	960	920	805	694	
	30 to 39	2,993	2,179	2,035	1,772	1,658	1,463	1,323	1,251	1,084	
	40 to 59	3,438	2,741	2,652	2,365	2,352	2,178	2,001	1,912	1,717	
	60 to 69	912	704	662	621	655	565	607	563	556	
	70 to 79	706	585	509	480	477	432	438	450	386	
	80 and over	325	303	310	298	281	253	293	279	320	
		All age groups ³	14,634	11,040	10,402	9,497	9,305	8,479	7,967	7,370	6,506
	Car passengers	Under 17	1,633	1,117	991	802	831	714	651	607	478
17		511	404	347	380	339	326	302	258	171	
18		498	394	376	322	372	327	290	257	200	
19		382	328	334	263	281	216	237	209	153	
20 to 24		1,288	1,018	999	877	801	793	626	599	515	
25 to 29		788	455	419	403	420	349	342	302	262	
30 to 39		913	637	572	478	461	400	342	338	318	
40 to 59		1,145	768	703	660	618	585	524	486	452	
60 to 69		556	337	313	285	266	258	230	245	219	
70 to 79		482	345	299	288	277	227	230	212	233	
80 and over		252	229	211	201	180	191	155	166	178	
		All age groups ³	8,619	6,251	5,742	5,120	4,949	4,488	4,001	3,742	3,243

1 Figures have been rounded to the nearest whole number.

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RAS30012

Reported casualties by time of accident and severity, Great Britain, 2000-2010

	Number of casualties										
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
04.00 to 17.59											
Killed	2,017	1,989	1,952	2,033	1,818	1,804	1,808	1,717	1,479	1,318	1,160
KSI ¹	26,601	25,500	24,550	23,312	21,393	20,061	19,981	19,543	18,364	17,678	16,626
All severities	224,565	218,605	209,194	202,199	195,201	188,210	179,328	173,763	162,879	157,027	150,068
18.00 to 21.59											
Killed	720	757	774	728	676	704	666	656	501	432	342
KSI	8,928	8,860	8,517	7,962	7,363	6,917	6,769	6,694	6,030	5,442	4,810
All severities	63,152	62,164	60,372	56,921	55,433	53,678	50,891	48,702	44,946	42,991	39,137
22.00 to 03.59											
Killed	672	703	705	747	727	693	698	573	558	472	348
KSI	6,028	6,193	6,337	5,937	5,593	5,173	5,094	4,480	4,174	3,787	3,074
All severities	32,512	32,450	33,011	31,461	30,191	29,099	28,162	25,291	23,062	22,107	19,434
Total²											
Killed	3,409	3,450	3,431	3,508	3,221	3,201	3,172	2,946	2,538	2,222	1,850
KSI	41,564	40,560	39,407	37,215	34,351	32,155	31,845	30,720	28,572	26,912	24,510
All severities	320,283	313,309	302,605	290,607	280,840	271,017	258,404	247,780	230,905	222,146	208,648

1 Killed or seriously injured.

2 Includes cases where time was not reported.

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RAS30013

Reported casualty rates by road user type and severity, Great Britain, 2000-2010

	Casualty rate per billion vehicle miles/percentage										
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Pedal cyclists											
Killed	49	52	47	41	51	53	50	52	39	34	35
KSI ¹	1,062	1,010	885	854	877	852	843	966	866	875	886
All severities	7,876	7,171	6,167	6,015	6,301	5,967	5,579	6,088	5,487	5,505	5,488
Motorcycle riders											
Killed	202	185	184	191	174	163	178	162	148	140	132
KSI	2,423	2,300	2,227	2,068	1,953	1,820	1,905	1,836	1,805	1,709	1,692
All severities	9,331	9,068	8,436	7,673	7,555	6,958	6,857	6,417	6,425	6,085	6,133
Car drivers											
Killed	4.6	4.9	4.7	4.8	4.5	4.5	4.3	3.8	3.4	2.8	2.4
KSI	54	53	49	45	42	38	37	34	32	30	27
All severities	572	556	528	507	493	484	460	435	404	387	368
Bus or coach drivers											
Killed	0.3	1.2	0.6	0.3	0.9	0	0.6	0	0	0.3	0.6
KSI	16	20	16	13	14	9.6	12	11	12	8.4	12
All severities	320	310	270	257	253	254	216	186	203	182	171
Light goods vehicle drivers											
Killed	1.7	1.4	1.6	1.4	1.2	1.2	1.0	1.1	0.9	0.7	0.7
KSI	19	18	17	16	13	11	11	8.7	8.2	7.7	6.3
All severities	161	160	152	143	123	117	111	95	89	88	82
Heavy goods vehicle drivers											
Killed	2.4	2.7	2.9	2.4	2.2	2.7	2.0	2.3	1.1	0.7	1.6
KSI	27	25	25	21	20	19	18	17	12	10	12
All severities	173	163	151	147	134	135	118	115	91	79	83
All drivers and riders²											
Killed	6.5	6.6	6.5	6.7	6.1	6.1	5.9	5.4	4.8	4.2	3.7
KSI	81	79	75	71	64	61	59	57	54	52	48
All severities	654	634	598	575	551	537	508	484	454	442	422
Percentage of all road user casualties accounted for by drivers and riders											
Killed	56	57	58	59	59	60	60	59	60	59	62
KSI	57	58	58	59	58	59	59	60	60	61	61
All severities	60	60	60	61	61	62	63	63	63	63	63

1 Killed or seriously injured.

2 Includes driver and riders of other vehicles.

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Source: DfT STATS19, DfT National Road Traffic Survey
 Last updated: 29 September 2011
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<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010>

RAS30014

Reported casualties by daylight and darkness, road surface condition, built-up and non built-up roads and severity, Great Britain, 2010

	Number of casualties								All ² casualties
	Daylight				Darkness				
	Dry	Wet or flood	Snow or ice	All ¹	Dry	Wet or flood	Snow or ice	All ¹	
Motorways									
Killed	51	11	4	66	31	16	5	52	118
Serious	385	101	21	507	155	93	43	291	798
Slight	4,914	1,510	245	6,669	1,309	1,174	301	2,784	9,453
All severities	5,350	1,622	270	7,242	1,495	1,283	349	3,127	10,369
Built-up roads³									
Killed	335	94	13	442	174	110	13	297	739
Serious	8,275	1,818	294	10,391	2,491	1,551	280	4,324	14,715
Slight	74,414	19,657	4,495	98,658	17,469	12,501	3,207	33,211	131,869
All severities	83,024	21,569	4,802	109,491	20,134	14,162	3,500	37,832	147,323
Non built-up roads³									
Killed	456	146	34	637	182	140	34	356	993
Serious	3,595	1,182	329	5,110	918	824	292	2,037	7,147
Slight	19,841	8,866	2,971	31,722	4,349	4,584	2,141	11,094	42,816
All severities	23,892	10,194	3,334	37,469	5,449	5,548	2,467	13,487	50,956
All speed limits⁴									
Killed	842	251	51	1,145	387	266	52	705	1,850
Serious	12,255	3,101	644	16,008	3,564	2,468	615	6,652	22,660
Slight	99,169	30,033	7,711	137,049	23,127	18,259	5,649	47,089	184,138
All severities	112,266	33,385	8,406	154,202	27,078	20,993	6,316	54,446	208,648

1 Includes cases where road surface condition was not reported.

2 Includes cases where lighting condition was not reported

3 Excludes motorways.

4 Includes cases where speed limit was not reported.

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RAS30015

Reported casualties by daylight and darkness, weather condition, built-up and non built-up roads and severity, Great Britain, 2010

									Number of casualties
	Daylight				Darkness				All ¹ casualties
	Fine	Raining	Snowing	Fog	Fine	Raining	Snowing	Fog	
Motorways									
Killed	57	6	1	1	41	5	3	1	118
Serious	430	55	6	2	210	37	23	4	798
Slight	5,593	747	93	50	1,937	507	123	75	9,453
All severities	6,080	808	100	53	2,188	549	149	80	10,369
Built-up roads²									
Killed	397	30	2	1	246	39	3	2	739
Serious	9,173	824	97	22	3,312	696	70	26	14,715
Slight	83,320	9,579	1,569	189	23,827	5,551	1,198	314	131,869
All severities	92,890	10,433	1,668	212	27,385	6,286	1,271	342	147,323
Non built-up roads²									
Killed	545	60	8	7	267	43	10	8	993
Serious	4,370	482	86	36	1,506	266	76	55	7,147
Slight	25,136	4,110	816	263	7,392	1,844	718	298	42,816
All severities	30,051	4,652	910	306	9,165	2,153	804	361	50,956
All speed limits³									
Killed	999	96	11	9	554	87	16	11	1,850
Serious	13,973	1,361	189	60	5,028	999	169	85	22,660
Slight	114,049	14,436	2,478	502	33,156	7,902	2,039	687	184,138
All severities	129,021	15,893	2,678	571	38,738	8,988	2,224	783	208,648

1 Includes cases where lighting condition and/or weather condition was not reported.

2 Excludes motorways.

3 Includes cases where speed limit was not reported.

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RAS30016

Reported casualties by built-up and non built-up roads and motorways, severity and road user type, Great Britain, 2010

	Number of casualties											
	Motorways			Built-up roads ¹			Non built-up roads ¹			All speed limits ²		
	Killed	KSI ³	All	Killed	KSI	All	Killed	KSI	All	Killed	KSI	All
Pedestrian												
Children	1	1	3	24	1,619	7,826	1	26	100	26	1,646	7,929
Adults	23	42	71	278	3,541	16,539	78	291	710	379	3,874	17,320
All ages ⁴	24	43	74	302	5,243	24,950	79	319	821	405	5,605	25,845
Pedal cyclist												
Children	0	0	0	6	380	2,744	1	18	84	7	398	2,828
Adults	0	0	0	53	1,985	12,881	51	348	1,089	104	2,333	13,970
All ages ⁴	0	0	0	59	2,403	15,995	52	368	1,190	111	2,771	17,185
Horse rider												
Children	0	0	0	0	0	8	0	2	7	0	2	15
Adults	0	0	0	1	15	54	2	18	56	3	33	110
All ages ⁴	0	0	0	1	15	63	2	20	63	3	35	126
Motorcycle 50cc and under Riders and passengers	0	0	0	8	416	2,655	1	77	290	9	493	2,945
Motorcycle over 50cc ⁵												
Riders	12	119	311	127	2,523	10,880	238	1,819	3,817	377	4,461	15,008
Passengers	1	9	28	6	111	451	10	109	254	17	229	733
All casualties	13	128	339	133	2,634	11,331	248	1,928	4,071	394	4,690	15,741
Car and taxi												
Drivers	39	384	5,849	136	2,729	55,786	397	3,379	27,961	572	6,492	89,596
Passengers	19	240	3,132	72	1,377	26,924	167	1,605	12,971	258	3,222	43,027
All casualties	58	624	8,981	208	4,106	82,710	564	4,984	40,932	830	9,714	132,623
Minibuses												
Drivers	1	4	22	0	2	103	1	8	66	2	14	191
Passengers	1	7	45	1	8	213	1	6	133	3	21	391
All casualties	2	11	67	1	10	316	2	14	199	5	35	582
Bus or coach												
Drivers	0	1	9	2	24	464	0	12	77	2	37	550
Passengers	0	7	32	4	311	5,224	3	46	462	7	364	5,718
of whom were boarding or alighting												
Children	0	0	0	0	3	56	0	0	1	0	3	57
Adults	0	0	4	1	61	577	0	1	2	1	62	583
All ages ⁴	0	0	4	1	66	688	0	1	3	1	67	695
All casualties	0	8	41	6	335	5,688	3	58	539	9	401	6,268
Light goods vehicle												
Drivers	7	36	360	4	86	1,726	19	143	1,354	30	265	3,440
Passengers	1	12	137	1	26	549	2	56	368	4	94	1,054
All casualties	8	48	497	5	112	2,275	21	199	1,722	34	359	4,494
Heavy goods vehicle												
Drivers	12	51	290	1	36	389	13	102	677	26	189	1,356
Passengers	0	2	32	0	9	84	2	12	106	2	23	222
All casualties	12	53	322	1	45	473	15	114	783	28	212	1,578
Other vehicle												
Drivers	1	1	33	11	109	654	5	52	254	17	162	941
Passengers	0	0	15	4	26	213	1	7	92	5	33	320
All casualties	1	1	48	15	135	867	6	59	346	22	195	1,261
All road users ⁶												
Children	2	31	510	37	2,208	16,370	16	263	2,689	55	2,502	19,569
Adults	116	881	9,778	702	12,988	127,523	977	7,817	47,838	1,795	21,686	185,139
All ages ⁴	118	916	10,369	739	15,454	147,323	993	8,140	50,956	1,850	24,510	208,648

1 Excludes motorways.

2 Includes cases where speed limit was not reported.

3 Killed or seriously injured.

4 Includes cases where age was not reported.

5 Includes motorcycle combinations and scooters.

6 Includes cases where vehicle type was not reported.

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RAS30017

Casualties in reported accidents involving vehicles of different types by built-up and non built-up roads, road class and severity, Great Britain, 2010

	Number of casualties							
	Pedal cycle	Motorcycle ¹	Car	Bus or coach	Light goods vehicle	Heavy goods vehicle	Any motor vehicle ²	Any vehicle ³
Built-up roads⁴								
A roads								
Killed	29	82	263	19	26	52	365	369
KSI ⁵	1,097	1,538	5,208	424	448	264	6,394	6,506
All severities	7,231	8,013	57,035	4,642	5,076	2,267	63,992	64,449
B roads								
Killed	11	17	84	8	5	12	106	107
KSI	308	422	1,711	83	129	59	2,008	2,040
All severities	2,051	2,054	17,486	1,092	1,425	428	19,215	19,314
Other roads								
Killed	24	51	196	17	24	20	255	263
KSI	1,132	1,336	5,699	353	468	151	6,767	6,908
All severities	7,651	6,042	57,269	3,476	4,275	1,096	63,101	63,560
All built-up roads⁶								
Killed	64	150	543	44	55	84	726	739
KSI	2,537	3,296	12,618	860	1,045	474	15,169	15,454
All severities	16,933	16,109	131,790	9,210	10,776	3,791	146,308	147,323
Non built-up roads⁴								
A roads								
Killed	36	160	570	13	66	116	680	681
KSI	220	1,334	4,252	99	450	539	5,093	5,109
All severities	765	3,287	30,489	689	3,443	3,042	32,995	33,033
B roads								
Killed	6	64	135	3	11	13	157	158
KSI	54	388	1,070	26	93	66	1,313	1,326
All severities	191	814	6,784	110	580	299	7,383	7,407
Other roads								
Killed	12	32	131	1	11	5	151	154
KSI	127	355	1,413	14	120	65	1,680	1,705
All severities	401	855	9,685	142	786	368	10,460	10,516
All non built-up roads⁶								
Killed	54	256	836	17	88	134	988	993
KSI	401	2,077	6,735	139	663	670	8,086	8,140
All severities	1,357	4,956	46,958	941	4,809	3,709	50,838	50,956
All speed limits⁷								
Motorways								
Killed	0	13	81	3	26	45	118	118
KSI	0	131	769	11	127	235	916	916
All severities	0	365	9,777	83	1,356	2,186	10,369	10,369
A roads								
Killed	65	242	833	32	92	168	1,045	1,050
KSI	1,317	2,872	9,460	523	898	803	11,487	11,615
All severities	7,996	11,300	87,524	5,331	8,519	5,309	96,987	97,482
B roads								
Killed	17	81	219	11	16	25	263	265
KSI	362	810	2,781	109	222	125	3,321	3,366
All severities	2,242	2,868	24,270	1,202	2,005	727	26,598	26,721
Other roads								
Killed	36	83	327	18	35	25	406	417
KSI	1,259	1,691	7,112	367	588	216	8,447	8,613
All severities	8,052	6,897	66,954	3,618	5,061	1,464	73,561	74,076
Total^{6,7}								
Killed	118	419	1,460	64	169	263	1,832	1,850
KSI	2,938	5,504	20,122	1,010	1,835	1,379	24,171	24,510
All severities	18,290	21,430	188,525	10,234	16,941	9,686	207,515	208,648

Note: Involves multiple-counting if more than one vehicle type present. Pedestrian casualties are included with all casualties in accidents involving each specific type of vehicle.

1 Includes motorcycle combinations and scooters.

2 Includes other motor vehicles.

3 Includes other non motor vehicles and cases where vehicle type was not reported.

4 Excludes motorways.

5 Killed or seriously injured.

6 Includes cases where road class was not reported.

7 Includes cases where speed limit was not reported.

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RAS30018

Reported casualty and accident rates by urban and rural roads, road class, road user type, severity and pedestrian involvement, Great Britain, 2010

	Rate per billion vehicle miles									
	Urban roads ¹			Rural roads ¹			All roads			
	A road	Other ²	All urban ³	A road	Other ²	All A rural ³	Motorways	road	Other ²	Total ³
Pedal cycle										
Accidents involving	15,112	4,394	6,406	10,302	2,464	3,557	..	14,096	3,860	5,651
User casualties	14,698	4,298	6,250	10,006	2,423	3,481	..	13,707	3,780	5,516
of whom killed	60	11	21	313	39	78	..	114	19	36
seriously injured	2,127	594	882	2,267	535	776	..	2,156	578	854
Pedestrians hit by a cycle	375	85	139	43	24	27	..	305	68	109
of whom killed	2.3	1.1	1.3	0	1.4	1.2	..	1.8	1.2	1.3
seriously injured	67	20	29	17	13	13	..	57	18	25
Motorcycle										
Accidents involving	11,821	6,109	8,116	5,089	6,268	5,544	1,222	8,081	6,156	6,528
User casualties	11,148	5,875	7,728	5,353	6,310	5,722	1,311	7,928	6,005	6,398
of whom killed	114	47	70	248	261	253	50	188	111	138
seriously injured	2,083	1,263	1,551	1,948	2,169	2,033	445	2,008	1,534	1,637
Pedestrians hit by a motorcycle	979	320	552	26	86	50	0	450	250	312
of whom killed	11	3.0	5.8	1.5	0	0.9	0	5.7	2.1	3.4
seriously injured	160	62	96	8.8	16	12	0	76	48	55
Car										
Accidents involving	929	886	904	352	594	433	132	567	774	561
User casualties	805	668	726	463	677	535	197	591	672	546
of whom killed	1.8	1.3	1.5	6.1	6.3	6.2	1.3	4.5	3.2	3.4
seriously injured	35	29	31	44	68	52	13	40	44	37
Pedestrians hit by a car	146	225	191	12	54	26	1.0	62	159	86
of whom killed	2.5	1.5	2.0	0.7	1.0	0.8	0.3	1.4	1.3	1.2
seriously injured	32	42	38	3.3	11	5.9	0.3	14	30	17
Bus or coach										
Accidents involving	4,288	2,592	3,233	735	1,328	969	148	2,728	2,293	2,288
User casualties	3,661	2,047	2,657	1,033	996	1,019	148	2,507	1,798	1,949
of whom killed	0	4.1	2.5	6.9	0	4.1	0	3.0	3.1	2.8
seriously injured	206	116	150	115	53	90	29	166	101	122
Pedestrians hit by a bus or coach	780	575	652	39	150	83	4	455	474	426
of whom killed	12	9.0	10	1.7	2.6	2.1	0	7.5	7.5	6.8
seriously injured	154	106	124	12	26	18	0	92	87	81
Light goods vehicle										
Accidents involving	585	399	472	216	238	225	104	342	327	293
User casualties	164	96	123	112	112	112	67	130	103	108
of whom killed	0	0.3	0.2	1.6	0.5	1.2	1.1	1.1	0.4	0.8
seriously injured	6.0	5.2	5.5	9.9	12	11	5.4	8.6	8.0	7.8
Pedestrians hit by an LGV	75	83	80	6.7	20	12	1.1	30	55	35
of whom killed	1.3	0.5	0.9	0.7	0.7	0.7	0.3	0.9	0.6	0.7
seriously injured	18	15	16	1.7	3.6	2.5	0.1	7.3	10	7.1
Heavy goods vehicle										
Accidents involving	976	1,081	1,013	397	779	454	210	522	917	432
User casualties	123	166	138	121	209	134	45	121	189	96
of whom killed	0	0	0	2.8	0	2.3	1.7	2.2	0	1.7
seriously injured	8.7	15	11	16	21	17	5.8	15	18	11
Pedestrians hit by an HGV	77	185	115	7.9	47	14	1.8	23	110	24
of whom killed	14	14	14	2.1	1.0	1.9	1.1	4.6	6.9	3.3
seriously injured	18	45	28	3.1	9.8	4.1	0.4	6.3	26	6.0
All vehicles⁴										
Accidents involving	875	793	828	306	516	376	107	513	685	496
User casualties	988	789	873	451	664	523	169	647	741	587
of whom killed	3.3	2.2	2.7	7.6	8.3	7.9	1.5	6.1	4.6	4.6
seriously injured	74	62	67	56	87	67	13	63	72	56
All pedestrian casualties	158	212	189	12	50	25	1.2	65	149	83
of whom killed	3.0	1.7	2.3	0.8	0.9	0.8	0.4	1.6	1.4	1.3
seriously injured	34	40	37	3.2	10	5.6	0.3	15	28	17

1 See urban and rural definitions.

2 B, C and unclassified roads; excludes cases where road class was not reported

3 Includes cases where road class was not reported

4 Includes other motor or non-motor vehicles and cases where vehicle or road user type was not reported

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RAS30019

Reported casualties by accident and casualty severity and road user type, Great Britain, 2010

	Number of casualties								
	Casualties in fatal accidents				Casualties in serious accidents			Casualties in slight accidents	Casualties in all accidents
	Killed	Serious	Slight	Total	Serious	Slight	Total	Slight	Total
Pedestrians	405	16	17	438	5,184	218	5,402	20,005	25,845
Pedal cyclists	111	1	2	114	2,659	64	2,723	14,348	17,185
Motorcycle 50cc and under ¹ riders and passengers	9	0	0	9	484	17	501	2,435	2,945
Motorcycle 51cc - 125cc ¹ Riders	50	0	2	52	1,147	36	1,183	4,431	5,666
Passengers	1	1	3	5	31	17	48	57	110
Motorcycle 126cc - 500cc ¹ Riders	36	0	4	40	567	23	590	1,511	2,141
Passengers	1	0	0	1	25	15	40	62	103
Motorcycle over 500cc ¹ Riders	291	13	11	315	2,357	90	2,447	4,439	7,201
Passengers	15	6	1	22	149	64	213	285	520
Taxi/Private hire car Drivers	4	3	5	12	66	63	129	1,333	1,474
Passengers	5	1	4	10	84	68	152	1,405	1,567
Car Drivers	568	212	303	1,083	5,639	3,136	8,775	78,264	88,122
Passengers	253	227	261	741	2,652	2,656	5,308	35,411	41,460
Minibus Drivers	2	4	5	11	8	6	14	166	191
Passengers	3	3	20	26	15	40	55	310	391
Bus or coach Drivers	2	5	10	17	30	40	70	463	550
Passengers	7	23	116	146	334	298	632	4,940	5,718
Light goods vehicle Drivers	30	5	31	66	230	179	409	2,965	3,440
Passengers	4	4	11	19	86	81	167	868	1,054
Heavy goods vehicle Rigid Drivers	14	5	21	40	73	67	140	661	841
Passengers	2	0	7	9	15	19	34	139	182
Articulated Drivers	12	5	21	38	80	25	105	372	515
Passengers	0	0	0	0	6	3	9	31	40
Total ² Drivers	26	10	42	78	153	92	245	1,033	1,356
Passengers	2	0	7	9	21	22	43	170	222
Other motor vehicle Drivers	15	2	9	26	132	37	169	665	860
Passengers	3	0	4	7	24	27	51	244	302
Other non-motor vehicle Drivers	5	1	0	6	41	5	46	147	199
Passengers	2	1	0	3	4	2	6	17	26
All casualties ³	1,850	538	868	3,256	22,122	7,296	29,418	175,974	208,648

1 Includes data on scooters and motorcycle combinations.

2 Includes cases where HGV type was not reported.

3 Includes cases where road user type was not reported.

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<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010>

RAS30020

Reported casualties and casualty rates by month, road user type and severity, Great Britain, 2010

	Number of casualties/ rate per billion vehicle miles											
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Pedestrians												
Killed	36	32	25	27	29	31	23	31	41	43	50	37
KSI ¹	406	486	484	431	481	436	428	381	524	578	551	419
All severities	1,858	2,123	2,317	2,034	2,149	2,234	2,079	1,795	2,329	2,484	2,631	1,812
of whom children												
Killed	2	2	2	3	2	2	7	1	2	1	1	1
KSI	82	126	160	145	168	152	140	112	185	167	140	69
All severities	466	589	791	688	767	734	693	530	790	769	740	372
Pedal cyclists												
Killed	3	7	9	8	11	14	12	17	8	11	8	3
KSI	112	137	198	253	285	318	328	269	308	249	225	89
All severities	720	954	1,287	1,450	1,706	1,942	1,942	1,630	1,894	1,732	1,370	558
of whom children												
Killed	0	0	1	1	0	1	0	1	2	1	0	0
KSI	8	15	23	43	52	46	66	52	46	25	17	5
All severities	64	114	182	268	356	378	376	319	354	265	124	28
Horse riders												
Killed	0	0	1	0	0	0	0	1	0	0	1	0
KSI	0	5	2	2	0	5	0	7	6	2	2	4
All severities	5	11	4	19	9	12	10	13	14	12	11	6
Motorcycle² users												
Killed	12	12	29	38	52	51	39	61	40	48	15	6
KSI	210	204	446	531	596	657	527	563	562	472	310	105
All severities	836	982	1,557	1,730	1,913	2,017	1,802	1,862	2,002	1,855	1,539	591
Rate (all motorcycle users)	5,775	5,539	6,439	5,880	5,833	5,717	5,481	6,102	7,470	8,504	9,799	5,637
Car users												
Killed	71	72	75	53	73	49	58	79	78	68	76	69
KSI	678	780	794	754	803	716	817	872	805	906	911	715
All severities	9,346	10,428	10,948	10,180	10,585	10,674	11,081	11,275	10,916	11,803	12,490	9,856
Other car³ users												
Killed	0	1	0	1	1	2	0	2	2	2	2	1
KSI	13	14	10	16	17	27	23	25	7	20	14	12
All severities	288	281	297	239	322	297	277	277	256	411	362	316
All car users	9,634	10,709	11,245	10,419	10,907	10,971	11,358	11,552	11,172	12,214	12,852	10,172
Rate (all car users)	561	602	547	508	523	533	519	522	519	549	632	558
Bus or coach users												
Killed	1	0	2	0	4	1	0	0	0	0	1	0
KSI	24	23	36	25	54	34	39	28	35	42	23	38
All severities	394	408	594	523	600	560	572	527	633	526	556	375
Rate (all bus & coach users)	1,738	1,718	2,146	1,984	2,246	2,077	2,010	1,889	2,189	1,779	1,952	1,553
Light goods vehicle users												
Killed	4	4	4	1	4	3	2	4	4	2	2	0
KSI	37	30	43	20	28	25	21	41	33	19	31	31
All severities	375	379	423	345	357	360	326	412	369	364	416	368
Heavy goods vehicle users												
Killed	3	3	4	2	0	3	3	2	0	1	3	4
KSI	17	15	17	11	18	18	27	15	18	14	20	22
All severities	120	155	134	113	98	115	152	117	152	129	148	145
All goods vehicle users	495	534	557	458	455	475	478	529	521	493	564	513
Rate (all goods veh users)	123	130	109	95	93	96	91	108	101	96	107	113
Agricultural vehicle users												
Killed	1	0	0	0	0	0	0	0	0	0	0	0
KSI	1	0	1	1	3	2	3	4	1	2	0	1
All severities	7	6	13	13	7	14	10	18	10	10	6	2
All road users												
Killed	131	133	150	132	177	158	140	197	175	178	159	120
KSI	1,503	1,706	2,046	2,058	2,303	2,249	2,242	2,222	2,315	2,323	2,098	1,445
All severities	14,012	15,802	17,648	16,744	17,849	18,328	18,381	18,030	18,694	19,427	19,635	14,098
of whom children												
Killed	3	5	4	6	4	6	7	5	7	4	3	1
KSI	116	180	219	226	276	241	254	222	261	237	176	94
All severities	1,067	1,401	1,649	1,675	1,864	1,903	1,851	1,758	1,935	1,879	1,611	976
Rate (all ages)	643	700	673	641	673	691	657	645	677	685	745	606

1 Killed or seriously injured.

2 Includes motorcycle combinations, motor scooters and mopeds.

3 Includes taxis and minibuses.

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[Notes & Definitions](#)

Source: DfT STATS19, DfT National Road Traffic Survey
 Last updated: 29 September 2011
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The figures in this table are National Statistics

Department for Transport statistics

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RAS30021

Reported casualties by day, road user type and hour of day, Great Britain, 2010

Number of casualties

(a) Monday to Thursday						(b) Friday					
Hour beginning	Pedes- trians	Pedal cyclists	M'cycle users	Car users	All road users ¹	Hour beginning	Pedes- trians	Pedal cyclists	M'cycle users	Car users	All road users ¹
Midnight	99	39	64	927	1,201	Midnight	46	15	20	333	441
01:00	68	16	37	620	785	01:00	39	7	11	179	255
02:00	65	9	23	361	502	02:00	31	6	8	178	236
03:00	50	13	12	330	460	03:00	35	6	4	142	199
04:00	31	13	27	288	401	04:00	13	4	2	99	129
05:00	39	95	91	542	897	05:00	10	26	24	184	265
06:00	117	333	239	1,322	2,201	06:00	29	62	65	287	484
07:00	404	843	704	3,326	5,688	07:00	115	161	159	727	1,255
08:00	1,589	1,349	1,019	6,379	10,904	08:00	352	298	225	1,305	2,380
09:00	834	598	506	4,003	6,606	09:00	206	139	118	928	1,512
10:00	614	403	347	3,146	5,194	10:00	179	94	110	884	1,398
11:00	750	354	420	3,645	5,859	11:00	197	108	108	1,041	1,631
12:00	855	423	530	4,135	6,668	12:00	264	119	136	1,189	1,913
13:00	837	463	539	4,388	6,917	13:00	250	143	178	1,418	2,208
14:00	878	498	602	4,471	7,151	14:00	278	144	187	1,435	2,251
15:00	2,080	758	648	5,446	9,807	15:00	508	212	250	1,804	3,044
16:00	1,614	1,000	939	6,112	10,406	16:00	388	211	290	1,866	2,957
17:00	1,469	1,316	1,224	6,759	11,344	17:00	361	299	305	1,916	3,021
18:00	1,075	1,143	911	5,016	8,504	18:00	348	198	256	1,495	2,389
19:00	749	697	642	3,630	5,927	19:00	266	134	166	1,278	1,902
20:00	481	339	459	2,867	4,310	20:00	157	95	117	1,024	1,437
21:00	344	252	373	2,555	3,632	21:00	151	67	97	826	1,189
22:00	259	180	281	2,192	3,025	22:00	148	42	93	728	1,041
23:00	205	100	146	1,578	2,101	23:00	143	32	56	661	916
All hours ²	15,509	11,234	10,784	74,042	120,498	All hours ²	4,514	2,622	2,985	21,927	34,453

(c) Saturday						(d) Sunday					
Hour beginning	Pedes- trians	Pedal cyclists	M'cycle users	Car users	All road users ¹	Hour beginning	Pedes- trians	Pedal cyclists	M'cycle users	Car users	All road users ¹
Midnight	120	21	26	629	818	Midnight	151	22	34	620	843
01:00	124	11	31	472	650	01:00	147	14	12	571	757
02:00	69	5	15	410	515	02:00	107	10	16	432	592
03:00	57	9	11	312	405	03:00	101	8	16	385	526
04:00	39	4	13	198	268	04:00	42	4	6	302	367
05:00	16	7	12	223	276	05:00	18	11	11	213	263
06:00	13	13	35	273	372	06:00	13	11	18	250	311
07:00	19	37	46	469	609	07:00	13	19	35	305	390
08:00	45	55	59	700	907	08:00	17	40	46	383	516
09:00	88	100	115	788	1,181	09:00	35	78	67	584	792
10:00	173	98	129	1,031	1,548	10:00	94	109	128	840	1,208
11:00	205	146	185	1,368	2,060	11:00	105	148	187	963	1,448
12:00	224	168	206	1,609	2,339	12:00	164	147	247	1,257	1,872
13:00	198	164	224	1,470	2,199	13:00	157	128	219	1,346	1,917
14:00	251	148	215	1,316	2,065	14:00	158	129	260	1,173	1,783
15:00	232	109	177	1,261	1,891	15:00	153	109	240	1,144	1,738
16:00	213	133	225	1,342	2,028	16:00	179	125	214	1,103	1,672
17:00	270	159	213	1,233	1,948	17:00	178	133	186	1,075	1,609
18:00	229	140	170	1,167	1,757	18:00	151	106	149	938	1,414
19:00	218	113	134	1,066	1,611	19:00	164	63	116	795	1,177
20:00	153	58	75	802	1,124	20:00	109	35	76	684	926
21:00	127	38	72	712	1,003	21:00	67	47	65	639	835
22:00	133	26	53	687	934	22:00	68	32	44	612	778
23:00	166	26	44	685	945	23:00	49	13	39	399	509
All hours ²	3,382	1,788	2,486	20,223	29,454	All hours ²	2,440	1,541	2,431	17,013	24,243

1 Includes bus, coach, goods and other vehicle users and cases where road user type was not reported.

2 Includes cases where time was not reported.

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[Notes & Definitions](#)

Source: DfT STATS19
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RAS30022

Reported killed or seriously injured casualties by day, road user type and hour of day, Great Britain, 2010

Number of casualties

(a) Monday to Thursday						(b) Friday					
Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users ¹	Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users ¹
Midnight	28	8	11	122	179	Midnight	13	2	7	45	74
01:00	18	2	10	88	126	01:00	12	2	5	30	55
02:00	17	0	9	69	101	02:00	9	2	5	29	47
03:00	13	1	5	53	87	03:00	12	1	1	24	41
04:00	9	4	14	41	75	04:00	6	0	0	17	25
05:00	17	18	30	85	160	05:00	0	3	14	26	48
06:00	38	47	63	132	307	06:00	3	7	18	37	69
07:00	91	128	182	209	650	07:00	30	26	43	54	160
08:00	256	195	197	288	970	08:00	44	40	46	54	192
09:00	144	94	101	219	590	09:00	42	17	24	57	149
10:00	130	60	75	211	532	10:00	39	13	25	63	152
11:00	156	54	119	232	629	11:00	39	26	29	76	184
12:00	172	66	129	242	648	12:00	48	16	37	69	179
13:00	153	82	145	293	719	13:00	42	29	43	91	221
14:00	181	84	160	312	807	14:00	49	19	42	101	229
15:00	393	115	164	319	1,075	15:00	98	29	54	85	297
16:00	351	156	244	356	1,163	16:00	86	34	86	109	328
17:00	322	204	290	380	1,224	17:00	83	47	75	131	343
18:00	241	171	246	290	976	18:00	75	28	64	76	247
19:00	182	116	179	227	723	19:00	68	25	50	76	224
20:00	119	62	132	246	584	20:00	41	14	35	71	171
21:00	93	35	106	216	464	21:00	35	22	22	79	170
22:00	64	30	97	222	419	22:00	39	8	18	74	141
23:00	56	24	38	182	309	23:00	41	9	14	82	148
All hours ²	3,244	1,756	2,746	5,034	13,517	All hours ²	954	419	757	1,556	3,894

(c) Saturday						(d) Sunday					
Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users ¹	Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users ¹
Midnight	30	6	3	90	137	Midnight	47	3	11	72	137
01:00	29	2	13	72	117	01:00	45	4	3	65	118
02:00	26	0	6	79	115	02:00	34	3	9	70	123
03:00	17	2	5	37	65	03:00	29	1	6	65	105
04:00	15	1	7	28	52	04:00	11	2	3	59	75
05:00	4	2	6	34	50	05:00	8	3	4	33	49
06:00	6	3	14	38	67	06:00	7	1	7	39	57
07:00	7	7	17	43	81	07:00	4	6	14	33	58
08:00	9	4	21	73	111	08:00	2	10	13	43	69
09:00	16	22	37	63	149	09:00	6	18	22	52	104
10:00	45	17	47	64	184	10:00	16	24	51	58	155
11:00	47	28	65	88	234	11:00	23	24	79	47	178
12:00	39	26	60	89	225	12:00	29	27	82	85	229
13:00	47	39	80	97	273	13:00	35	17	84	99	243
14:00	53	35	80	82	258	14:00	41	20	91	78	236
15:00	47	14	50	80	204	15:00	36	17	99	89	250
16:00	44	25	70	95	242	16:00	35	14	79	72	203
17:00	66	25	79	84	263	17:00	32	22	64	80	202
18:00	56	25	36	88	213	18:00	35	21	51	85	198
19:00	52	21	27	81	187	19:00	36	7	29	63	138
20:00	42	7	20	71	145	20:00	31	5	31	53	125
21:00	35	9	24	65	139	21:00	14	8	25	55	106
22:00	32	7	24	51	123	22:00	26	7	11	65	110
23:00	45	3	12	61	123	23:00	16	2	9	46	74
All hours ²	809	330	803	1,653	3,757	All hours ²	598	266	877	1,506	3,342

1 Includes bus, coach, goods and other vehicle users and cases where road user type was not reported.

2 Includes cases where time was not reported.

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RAS30023

Reported casualties all days, by severity, road user type and hour of day, Great Britain, 2010

Number of casualties

(a) Killed						(b) Serious					
Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users ¹	Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users ¹
Midnight	16	1	2	33	59	Midnight	102	18	30	296	468
01:00	21	2	6	30	60	01:00	83	8	25	225	356
02:00	15	0	2	30	49	02:00	71	5	27	217	337
03:00	11	1	1	17	35	03:00	60	4	16	162	263
04:00	6	0	3	14	24	04:00	35	7	21	131	203
05:00	7	1	7	22	43	05:00	22	25	47	156	264
06:00	6	4	11	22	47	06:00	48	54	91	224	453
07:00	13	3	16	36	76	07:00	119	164	240	303	873
08:00	11	5	12	42	72	08:00	300	244	265	416	1,270
09:00	17	8	12	26	69	09:00	191	143	172	365	923
10:00	15	8	21	39	90	10:00	215	106	177	357	933
11:00	25	7	24	32	90	11:00	240	125	268	411	1,135
12:00	13	6	21	37	80	12:00	275	129	287	448	1,201
13:00	19	8	25	47	103	13:00	258	159	327	533	1,353
14:00	18	7	32	27	90	14:00	306	151	341	546	1,440
15:00	20	7	32	48	118	15:00	554	168	335	525	1,708
16:00	27	9	45	46	131	16:00	489	220	434	586	1,805
17:00	30	4	33	57	127	17:00	473	294	475	618	1,905
18:00	18	4	26	37	89	18:00	389	241	371	502	1,545
19:00	21	14	23	30	88	19:00	317	155	262	417	1,184
20:00	18	3	20	39	82	20:00	215	85	198	402	943
21:00	16	3	14	46	83	21:00	161	71	163	369	796
22:00	21	3	13	35	74	22:00	140	49	137	377	719
23:00	21	3	2	43	71	23:00	137	35	71	328	583
All hours ²	405	111	403	835	1,850	All hours ²	5,200	2,660	4,780	8,914	22,660

(c) Slight						(d) All severities					
Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users ¹	Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users ¹
Midnight	298	78	112	2,180	2,776	Midnight	416	97	144	2,509	3,303
01:00	274	38	60	1,587	2,031	01:00	378	48	91	1,842	2,447
02:00	186	25	33	1,134	1,459	02:00	272	30	62	1,381	1,845
03:00	172	31	26	990	1,292	03:00	243	36	43	1,169	1,590
04:00	84	18	24	742	938	04:00	125	25	48	887	1,165
05:00	54	113	84	984	1,394	05:00	83	139	138	1,162	1,701
06:00	118	361	255	1,886	2,868	06:00	172	419	357	2,132	3,368
07:00	419	893	688	4,488	6,993	07:00	551	1,060	944	4,827	7,942
08:00	1,692	1,493	1,072	8,309	13,365	08:00	2,003	1,742	1,349	8,767	14,707
09:00	955	764	622	5,912	9,099	09:00	1,163	915	806	6,303	10,091
10:00	830	590	516	5,505	8,325	10:00	1,060	704	714	5,901	9,348
11:00	992	624	608	6,574	9,773	11:00	1,257	756	900	7,017	10,998
12:00	1,219	722	811	7,705	11,511	12:00	1,507	857	1,119	8,190	12,792
13:00	1,165	731	808	8,042	11,785	13:00	1,442	898	1,160	8,622	13,241
14:00	1,241	761	891	7,822	11,720	14:00	1,565	919	1,264	8,395	13,250
15:00	2,399	1,013	948	9,082	14,654	15:00	2,973	1,188	1,315	9,655	16,480
16:00	1,878	1,240	1,189	9,791	15,127	16:00	2,394	1,469	1,668	10,423	17,063
17:00	1,775	1,609	1,420	10,308	15,890	17:00	2,278	1,907	1,928	10,983	17,922
18:00	1,396	1,342	1,089	8,077	12,430	18:00	1,803	1,587	1,486	8,616	14,064
19:00	1,059	838	773	6,322	9,345	19:00	1,397	1,007	1,058	6,769	10,617
20:00	667	439	509	4,936	6,772	20:00	900	527	727	5,377	7,797
21:00	512	330	430	4,317	5,780	21:00	689	404	607	4,732	6,659
22:00	447	228	321	3,807	4,985	22:00	608	280	471	4,219	5,778
23:00	405	133	212	2,952	3,817	23:00	563	171	285	3,323	4,471
All hours ²	20,240	14,414	13,503	123,456	184,138	All hours ²	25,845	17,185	18,686	133,205	208,648

1 Includes bus, coach, goods and other vehicle users and cases where road user type was not reported.

2 Includes cases where time was not reported.

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[Notes & Definitions](#)

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RAS30024

Reported casualties by age band, road user type and severity, 2010

	Number of casualties												All ² ages
	0-4 ¹	5-7	8-11	12-15	16-19	20-29	30-39	40-49	50-59	60-69	70-79	80 and over	
Pedestrians													
Killed	7	4	6	9	28	61	46	42	47	36	55	64	405
KSI ³	221	268	502	655	439	797	555	491	417	354	410	411	5,605
All severities	1,004	1,209	2,408	3,308	2,371	4,153	2,820	2,471	1,903	1,417	1,224	961	25,845
Pedal cyclists													
Killed	0	2	3	2	8	20	11	16	20	10	13	6	111
KSI	4	36	128	230	177	465	534	537	348	170	74	28	2,771
All severities	31	282	920	1,595	1,318	3,496	3,480	3,111	1,600	648	240	77	17,185
Motorcycle 50cc and under													
Killed	0	0	0	0	5	1	1	0	2	0	0	0	9
KSI	0	0	1	11	307	71	36	30	23	6	4	0	493
All severities	0	0	2	35	1,784	491	250	188	95	34	15	4	2,945
Motorcycle over 50cc⁴													
Riders													
Killed	0	0	0	1	27	75	85	89	64	30	6	0	377
KSI	0	0	0	18	509	1,009	896	1,124	579	235	46	6	4,461
All severities	0	0	0	32	2,047	3,924	3,080	3,284	1,672	606	114	21	15,008
Passengers													
Killed	0	0	0	1	1	3	4	5	3	0	0	0	17
SI	0	K 0	4	8	33	47	36	52	32	11	2	0	229
All severities	1	2	7	31	110	193	98	158	83	28	3	2	733
Car													
Drivers													
Killed	0	0	0	0	71	147	86	65	51	57	39	58	574
SI	0	K 0	1	3	681	1,693	1,084	995	722	556	386	320	6,506
All severities	0	1	3	20	7,894	24,681	18,306	16,901	10,459	5,749	3,099	1,683	89,787
Passengers													
Killed	7	3	4	4	70	47	22	15	15	16	24	34	261
KSI	89	67	84	116	646	777	318	242	210	219	233	178	3,243
All severities	1,588	1,386	2,224	2,565	7,445	10,621	4,866	3,947	2,881	2,234	1,625	916	43,418
Bus and coach													
Drivers													
Killed	0	0	0	0	0	0	0	0	1	1	0	0	2
SI	0	K 0	0	0	0	2	6	10	9	9	0	0	37
All severities	0	0	0	0	0	77	121	163	130	54	2	0	550
Passengers													
Killed	0	0	0	1	2	0	1	0	0	0	3	0	7
KSI	8	2	3	30	16	26	20	21	39	46	66	75	364
All severities	246	94	141	302	340	514	501	527	586	747	728	535	5,718
Goods vehicle													
Drivers													
Killed	0	0	0	0	0	8	11	17	16	3	1	0	56
SI	0	K 0	0	0	7	71	101	129	88	47	7	2	454
All severities	0	0	0	0	82	994	1,178	1,356	775	328	42	7	4,796
Passengers													
Killed	0	0	0	1	1	1	0	2	0	1	0	0	6
SI	2	K 0	1	5	9	33	16	31	11	8	1	0	117
All severities	11	9	22	45	148	404	242	186	100	62	18	4	1,276
All road users⁵													
Killed	14	9	13	19	214	366	268	255	223	158	144	167	1,850
KSI	324	373	726	1,079	2,835	5,035	3,641	3,692	2,503	1,687	1,246	1,047	24,510
All severities	2,886	2,987	5,737	7,959	23,617	49,807	35,191	32,554	20,448	12,037	7,182	4,303	208,648

- 1 In some cases age 0 may have been coded where the age of the casualty was not reported.
- 2 Includes cases where age was not reported.
- 3 Killed or seriously injured.
- 4 Includes motorcycle combinations and scooters.
- 5 Includes other road users and cases where road user type was not reported

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 Last updated: 29 September 2011
 Next update: September 2012

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Department for Transport statistics

Accidents Casualties and Safety (<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010>)

RAS30024

Reported casualties by age band, road user type and severity, 1994-98 average

	Number of casualties												
	0-4 ¹	5-7	8-11	12-15	16-19	20-29	30-39	40-49	50-59	60-69	70-79	80 and over	All ² ages
Pedestrians													
Killed	27	20	36	50	50	113	85	75	76	106	171	193	1,008
KSI ³	571	831	1,350	1,415	813	1,433	1,015	759	697	749	1,008	856	11,669
All severities	2,408	3,606	6,239	6,295	3,525	6,297	4,351	3,041	2,518	2,354	2,701	2,050	46,543
Pedal cyclists													
Killed	1	5	13	24	12	23	24	22	23	18	16	6	186
KSI	19	146	377	587	362	669	547	378	289	172	105	35	3,732
All severities	138	1,003	2,681	4,028	2,581	4,963	3,729	2,100	1,346	703	359	123	24,385
Motorcycle 50cc and under													
Killed	0	0	0	0	5	1	2	1	2	2	1	1	15
KSI	0	0	1	17	185	76	53	46	50	35	19	4	490
All severities	1	2	7	56	995	418	259	209	208	133	66	14	2,403
Motorcycle over 50cc⁴													
Riders													
Killed	0	0	0	2	34	169	130	49	22	6	3	1	420
KSI	0	0	1	40	649	2,070	1,594	664	287	94	28	5	5,511
All severities	0	0	8	112	2,543	7,390	5,838	2,310	957	302	80	14	19,905
Passengers													
Killed	0	0	0	1	4	17	6	3	1	0	0	0	33
KSI	1	2	8	33	85	188	92	40	14	4	2	0	475
All severities	4	7	38	120	301	692	311	139	45	14	5	0	1,715
Car													
Drivers													
Killed	0	0	0	3	128	323	193	130	110	87	91	58	1,128
KSI	0	0	1	27	1,580	4,484	2,993	2,044	1,395	912	706	325	14,634
All severities	0	1	3	113	12,550	41,574	30,226	19,212	11,794	6,186	3,744	1,328	127,958
Passengers													
Killed	21	9	12	32	144	148	50	35	37	45	55	43	634
KSI	276	189	285	526	1,749	2,076	913	597	548	556	482	252	8,619
All severities	3,499	2,857	4,160	4,788	12,677	17,791	9,021	5,953	4,907	3,902	2,815	1,199	75,329
Bus and coach													
Drivers													
Killed	0	0	0	0	0	0	0	0	0	0	0	0	1
SI	0	K 0	0	0	0	13	21	17	13	5	0	0	71
All severities	0	0	0	0	4	186	244	201	128	31	2	0	804
Passengers													
Killed	0	0	0	1	0	2	1	2	1	3	4	4	19
KSI	14	5	23	42	21	45	48	44	47	99	128	100	645
All severities	408	187	430	706	355	733	725	715	813	1,313	1,204	641	8,794
Goods vehicle													
Drivers													
Killed	0	0	0	0	4	18	21	19	22	8	2	0	95
SI	0	K 0	0	1	40	328	353	238	182	65	8	1	1,232
All severities	0	0	0	3	288	2,483	2,440	1,559	1,018	311	39	7	8,233
Passengers													
Killed	0	0	0	1	5	8	4	2	1	1	0	1	24
KSI	7	5	16	24	50	100	68	41	25	10	3	3	361
All severities	54	54	97	125	328	745	499	286	166	65	25	10	2,529
All road users⁵													
Killed	49	35	62	114	388	823	519	341	298	277	345	309	3,578
KSI	888	1,181	2,069	2,722	5,550	11,528	7,742	4,900	3,572	2,712	2,496	1,590	47,656
All severities	6,524	7,732	13,695	16,403	36,234	83,596	57,985	35,931	24,016	15,369	11,071	5,413	319,928

1 In some cases age 0 may have been coded where the age of the casualty was not reported.

2 Includes cases where age was not reported.

3 Killed or seriously injured.

4 Includes motorcycle combinations and scooters.

5 Includes other road users and cases where road user type was not reported

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RAS30025

Reported casualty rates by age band, road user type and severity, Great Britain, 2010

	Rate per million population												
	0-4 ¹	5-7	8-11	12-15	16-19	20-29	30-39	40-49	50-59	60-69	70-79	80 and over	All ² ages
Pedestrians													
Killed	1.9	2.0	2.3	3.2	9.1	7.3	5.9	4.7	6.4	5.5	13	23	6.7
KSI ³	59	131	191	232	143	96	71	55	57	54	94	145	93
All severities	269	591	916	1,174	771	500	359	276	259	217	281	339	427
Pedal cyclists													
Killed	0	1.0	1.1	0.7	2.6	2.4	1.4	1.8	2.7	1.5	3.0	2.1	1.8
KSI	1.1	18	49	82	58	56	68	60	47	26	17	9.9	46
All severities	8.3	138	350	566	428	421	443	348	218	99	55	27	284
Motorcycle users 50cc and under													
Killed	0	0	0	0	1.6	0.1	0.1	0	0.3	0	0	0	0.1
KSI	0	0	0.4	3.9	100	8.6	4.6	3.4	3.1	0.9	0.9	0	8.2
All severities	0	0	0.8	12	580	59	32	21	13	5.2	3.4	1.4	49
Motorcycles over 50cc													
Riders													
Killed	0	0	0	0.4	8.8	9.0	11	10	8.7	4.6	1.4	0	6.2
KSI	0	0	0	6.4	165	122	114	126	79	36	11	2.1	74
All severities	0	0	0	11	665	473	392	367	228	93	26	7.4	248
Passengers													
Killed	0	0	0	0.4	0.3	0.4	0.5	0.6	0.4	0	0	0	0.3
KSI	0	0	1.5	2.8	11	5.7	4.6	5.8	4.4	1.7	0.5	0	3.8
All severities	0.3	1.0	2.7	11	36	23	12	18	11	4.3	0.7	0.7	12
Car													
Drivers													
Killed	0	0	0	0	23	18	11	7.3	6.9	8.7	9.0	20	9.5
KSI	0	0	0.4	1.1	221	204	138	111	98	85	89	113	108
All severities	0	0.5	1.1	7.1	2,566	2,973	2,331	1,890	1,423	881	712	593	1,485
Passengers													
Killed	1.9	1.5	1.5	1.4	23	5.7	2.8	1.7	2.0	2.5	5.5	12	4.3
KSI	24	33	32	41	210	94	40	27	29	34	53	63	54
All severities	425	678	846	910	2,420	1,279	620	441	392	343	373	323	718
Bus and coach													
Drivers													
Killed	0	0	0	0	0	0	0	0	0.1	0.2	0	0	0
KSI	0	0	0	0	0	0.2	0.8	1.1	1.2	1.4	0	0	0.6
All severities	0	0	0	0	0	9.3	15	18	18	8.3	0.5	0	9.1
Passengers													
Killed	0	0	0	0.4	0.7	0	0.1	0	0	0	0.7	0	0.1
KSI	2.1	1.0	1.1	11	5.2	3.1	2.5	2.3	5.3	7.1	15	26	6.0
All severities	66	46	54	107	111	62	64	59	80	115	167	189	95
Goods vehicle													
Drivers													
Killed	0	0	0	0	0	1.0	1.4	1.9	2.2	0.5	0.2	0	0.9
KSI	0	0	0	0	2.3	8.6	13	14	12	7.2	1.6	0.7	7.5
All severities	0	0	0	0	27	120	150	152	105	50	9.6	2.5	79
Passengers													
Killed	0	0	0	0.4	0.3	0.1	0	0.2	0	0.2	0	0	0.1
KSI	0.5	0	0.4	1.8	2.9	4.0	2.0	3.5	1.5	1.2	0.2	0	1.9
All severities	2.9	4.4	8.4	16	48	49	31	21	14	9.5	4.1	1.4	21
All road users⁴													
Killed	3.7	4.4	4.9	6.7	70	44	34	29	30	24	33	59	31
KSI	87	182	276	383	922	606	464	413	341	259	286	369	405
All severities	773	1,461	2,182	2,824	7,677	5,999	4,480	3,641	2,783	1,845	1,649	1,517	3,451
Population (thousands)													
	3,734	2,044	2,629	2,819	3,077	8,302	7,854	8,941	7,348	6,523	4,355	2,837	60,463

1 In some cases age 0 may have been coded where the age of the casualty was not reported.

2 Includes cases where age was not reported.

3 Killed or seriously injured.

4 Includes other road users and cases where road user type was not reported.

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Source: DfT STATS19, ONS mid-year population estimates
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RAS30026

Reported pedestrian casualties location by age band and by severity, Great Britain, 2010

Number of casualties/percentage

	In carriage-way not crossing	On footway or verge	On refuge, central island or reservation	Masked by stationary vehicle			Crossing road (not masked)			Location not reported	All locations
				On pedestrian crossing	Within 50 metres of crossing	Elsewhere	On pedestrian crossing	Within 50 metres of crossing	Elsewhere		
0- 4 ¹	64	74	8	10	9	253	111	23	389	63	1,004
5- 7	52	63	3	12	18	354	100	25	514	68	1,209
8-11	116	100	6	44	47	600	214	130	1,048	103	2,408
12-15	203	236	14	61	90	556	337	228	1,440	143	3,308
16-19	235	217	3	34	63	252	283	173	962	149	2,371
20-24	298	242	7	36	59	167	306	215	871	160	2,361
25-29	284	188	7	23	30	122	243	149	612	134	1,792
30-34	260	185	2	16	31	98	174	116	469	105	1,456
35-39	269	187	6	12	17	99	139	96	454	85	1,364
40-44	245	191	2	14	21	68	144	107	427	78	1,297
45-49	219	165	3	14	14	51	130	103	398	77	1,174
50-54	146	124	6	12	15	46	130	81	389	83	1,032
55-59	139	126	6	5	11	40	111	72	307	54	871
60-64	88	113	4	5	10	42	98	61	311	51	783
65-69	72	87	1	4	6	38	73	52	262	39	634
70-74	54	65	1	1	8	28	76	51	293	44	621
75-79	42	77	4	5	7	31	63	64	282	28	603
80-84	24	50	3	3	11	30	53	42	252	23	491
85+	29	58	3	4	8	17	42	42	243	24	470
All ages ²	2,922	2,590	92	317	482	2,922	2,897	1,878	10,178	1,567	25,845
Percentage	11	10	0.4	1.2	1.9	11	11	7.3	39	6.1	100
All ages ²											
Killed	70	43	2	4	4	20	43	35	149	35	405
Seriously injured	495	367	17	59	94	698	613	463	2,081	313	5,200
Slightly injured	2,357	2,180	73	254	384	2,204	2,241	1,380	7,948	1,219	20,240
Total	2,922	2,590	92	317	482	2,922	2,897	1,878	10,178	1,567	25,845

1 In some cases age 0 may have been coded where the age of the casualty was not reported.

2 Includes cases where age was not reported.

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RAS30027

Reported pedestrian casualties by location, age, road crossing type and severity, Great Britain, 2010

	Number of casualties					
	On pedestrian crossing, refuge or central island			Within 50 metres of a pedestrian crossing		
	Child ¹	Adult	All ² ages	Child ¹	Adult	All ² ages
Zebra crossing						
Killed	0	5	5	1	4	5
Seriously injured	30	113	144	25	70	99
Slightly injured	156	473	648	90	226	323
All severities	186	591	797	116	300	427
Pelican crossing³						
Killed	2	22	24	0	26	26
Seriously injured	95	192	291	50	169	222
Slightly injured	342	572	928	193	522	730
All severities	439	786	1,243	243	717	978
Light controlled junction (with ped'n phase)						
Killed	0	18	18	1	5	6
Seriously injured	36	184	227	29	167	205
Slightly injured	201	647	875	145	461	620
All severities	237	849	1,120	175	633	831
Crossing with human control⁴						
Killed	1	3	4	0	2	2
Seriously injured	8	9	17	5	21	26
Slightly injured	36	60	96	35	41	76
All severities	45	72	117	40	64	104
All crossings^{5,6}						
Killed	2	47	49	2	37	39
Seriously injured	167	504	683	108	433	557
Slightly injured	741	1,740	2,541	459	1,260	1,758
All severities	910	2,291	3,273	569	1,730	2,354

1 Children - aged between 0-15 years.

2 Includes cases where age was not reported.

3 Includes puffin, toucan or similar non-junction pedestrian light crossing.

4 Includes school crossing patrols and other authorised persons

5 Includes footbridges, subways and uncontrolled central refuges.

6 Excludes cases where road crossing type was undefined.

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RAS30028

Reported casualties by age, road user type and severity, Great Britain, 2010

Age of casualty	Number of casualties														
	Pedestrians			Pedal cyclists			Motorcycle users			Car users			All road users ¹		
	Killed	KSI ²	All	Killed	KSI	All	Killed	KSI	All	Killed	KSI	All	Killed	KSI	All
0 ³	0	7	27	0	0	0	0	0	0	2	7	124	2	14	170
1	1	8	64	0	0	1	0	0	0	0	15	341	1	26	460
2	3	55	210	0	0	3	0	0	1	1	21	346	4	77	623
3	2	85	343	0	1	7	0	0	0	2	25	375	4	116	796
4	1	66	360	0	3	20	0	0	0	2	21	402	3	91	837
5	0	85	397	1	4	47	0	0	0	0	17	436	1	107	913
6	3	80	403	1	18	101	0	0	0	2	27	491	6	125	1,028
7	1	103	409	0	14	134	0	0	2	1	23	460	2	141	1,046
8	0	92	465	2	21	149	0	0	2	1	17	490	3	131	1,144
9	3	110	521	0	15	186	0	1	2	0	20	554	3	147	1,300
10	2	114	541	0	44	267	0	1	1	1	27	573	3	188	1,421
11	1	186	881	1	48	318	0	3	4	2	21	610	4	260	1,872
12	0	215	971	1	60	385	0	2	3	2	18	595	3	303	2,059
13	0	160	822	1	68	410	0	4	10	0	18	553	1	264	1,894
14	1	139	762	0	47	396	0	9	31	0	28	623	1	233	1,907
15	8	141	753	0	55	404	2	22	54	2	55	814	14	279	2,099
0-15	26	1,646	7,929	7	398	2,828	2	42	110	18	360	7,787	55	2,502	19,569
16	6	114	628	1	44	366	3	240	1,211	13	132	1,276	24	538	3,586
17	4	98	571	2	54	355	8	241	1,185	35	315	3,562	50	717	5,854
0-17	36	1,858	9,128	10	496	3,549	13	523	2,506	66	807	12,625	129	3,757	29,009
18	7	118	609	3	42	314	13	209	839	44	452	5,356	68	830	7,276
19	11	109	563	2	37	283	9	159	706	49	428	5,145	72	750	6,901
16-19	28	439	2,371	8	177	1,318	33	849	3,941	141	1,327	15,339	214	2,835	23,617
20	12	114	586	3	40	335	6	137	585	39	378	4,801	61	689	6,536
21	5	96	496	3	38	290	7	131	568	16	263	4,220	32	549	5,801
22	4	84	440	1	42	319	7	113	500	21	306	4,126	38	563	5,633
23	12	85	438	2	45	320	7	113	462	32	298	3,720	54	558	5,158
24	2	66	401	0	31	329	7	122	467	17	269	3,484	26	508	4,877
20-24	35	445	2,361	9	196	1,593	34	616	2,582	125	1,514	20,351	211	2,867	28,005
25-29	26	352	1,792	11	269	1,903	45	511	2,026	69	956	14,951	155	2,168	21,802
30-34	23	292	1,456	3	253	1,756	41	458	1,750	52	754	12,113	124	1,849	18,213
35-39	23	263	1,364	8	281	1,724	49	510	1,678	56	648	11,059	144	1,792	16,978
40-44	21	257	1,297	4	263	1,686	46	583	1,872	41	651	11,214	120	1,865	17,361
45-49	21	234	1,174	12	274	1,425	48	623	1,758	39	586	9,634	135	1,827	15,193
50-54	20	218	1,032	13	206	957	45	377	1,150	34	514	7,582	125	1,408	11,735
55-59	27	199	871	7	142	643	24	257	700	32	418	5,758	98	1,095	8,713
60-64	20	194	783	9	108	435	22	187	474	40	440	4,771	98	1,013	7,288
65-69	16	160	634	1	62	213	8	65	194	33	335	3,212	60	674	4,749
70-74	25	198	621	9	44	150	2	32	88	28	304	2,602	66	622	3,927
75-79	30	212	603	4	30	90	4	20	44	35	315	2,122	78	624	3,255
80-84	25	201	491	2	19	56	0	5	17	53	296	1,603	82	576	2,510
85+	39	210	470	4	9	21	0	1	10	39	202	996	85	471	1,793
All ages ⁴	405	5,605	25,845	111	2,771	17,185	403	5,183	18,686	835	9,749	133,205	1,850	24,510	208,648

1 Includes other road users, and cases where road user type was not reported.
 2 Killed or seriously injured.
 3 In some cases age 0 may have been coded where the age of the casualty was not reported.
 4 Includes cases where age was not reported.

Telephone: 020 7944 6595
 Email: roadacc.stats@dft.gsi.gov.uk
[Notes & Definitions](#)

Source: DfT STATS19
 Last updated: 29 September 2011
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The figures in this table are National Statistics

Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010>

RAS30029

Reported casualties in cars, by severity, age, seating position, built-up and non built-up roads, Great Britain, 2010

Number of casualties

	Age of casualty								
	0-15 ²			16 and over			All ages ³		
	Killed	KSI ⁴	All	Killed	KSI	All	Killed	KSI	All
Built-up roads⁵									
Front seat occupant	1	45	1,571	181	3,478	70,113	182	3,591	73,110
Rear seat occupant	4	96	3,372	22	407	6,080	26	517	9,705
All occupants ⁶	5	141	4,977	204	3,893	76,364	209	4,116	83,026
Non built-up roads⁵									
Front seat occupant	3	48	674	510	4,368	35,614	513	4,449	36,567
Rear seat occupant	9	143	1,618	43	390	2,758	52	543	4,436
All occupants ⁶	12	191	2,311	554	4,764	38,472	566	4,998	41,131
Motorways									
Front seat occupant	0	5	103	49	525	7,663	49	534	7,814
Rear seat occupant	1	23	395	9	71	778	10	94	1,189
All occupants ⁶	1	28	499	59	603	8,471	60	635	9,048
All speed limits⁷									
Front seat occupant	4	98	2,348	740	8,371	113,390	744	8,574	117,491
Rear seat occupant	14	262	5,385	74	868	9,616	88	1,154	15,330
All occupants ⁶	18	360	7,787	817	9,260	123,307	835	9,749	133,205

1 Includes taxis and minibuses.

2 In some cases age 0 may have been coded where the age of the casualty was not reported

3 Includes cases where age was not reported

4 Killed or seriously injured.

5 Motorways excluded.

6 Includes cases where seating position was not reported

7 Includes cases where speed limit was not reported.

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RAS30030

Reported school pupil casualties on journeys to and from school by road user type, severity, gender and age, Great Britain, 2010

		Number of casualties									
		Pedestrian		Pedal cycle		Car occupants		Bus or tram occupants		All road users ¹	
		KSI ²	All	KSI	All	KSI	All	KSI	All	KSI	All
Boys											
	3 and under	0	10	0	0	0	14	0	1	0	25
	4	6	34	0	0	2	10	0	1	8	45
	5	15	52	0	5	1	17	0	2	16	76
	6	5	50	1	8	4	31	0	0	10	89
	7	8	51	0	4	0	13	0	8	8	76
	8	4	49	0	5	1	20	0	3	5	77
	9	7	71	1	13	1	23	0	3	9	110
	10	9	80	6	29	1	26	0	4	16	139
	11	38	196	6	57	1	32	0	13	45	298
	12	46	220	12	65	1	27	4	30	63	343
	13	28	150	9	57	1	31	6	24	44	262
	14	22	125	8	49	1	25	1	18	32	218
	15	14	78	5	44	2	31	2	3	23	157
	16	7	54	4	17	2	18	1	11	22	152
	All boys	209	1,220	52	353	18	318	14	121	301	2,067
Girls											
	3 and under	1	6	0	0	1	6	0	0	2	12
	4	3	19	0	0	0	16	0	1	3	36
	5	3	28	0	0	0	15	0	1	3	44
	6	4	26	0	2	0	26	0	3	4	57
	7	2	26	0	0	0	17	0	8	2	51
	8	5	31	0	6	1	22	0	5	6	64
	9	2	34	0	2	0	26	0	11	2	74
	10	12	56	0	0	0	26	1	8	13	91
	11	26	129	1	13	2	30	0	14	29	188
	12	30	159	1	12	0	31	1	38	32	240
	13	24	145	1	6	0	33	3	27	28	212
	14	17	131	0	5	0	30	7	32	24	200
	15	20	123	0	3	2	34	3	18	25	180
	16	6	41	1	2	6	30	1	11	17	96
	All girls	155	954	4	51	12	342	16	177	190	1,545
All pupils											
	3 and under	1	16	0	0	1	20	0	1	2	37
	4	9	53	0	0	2	26	0	2	11	81
	5	18	80	0	5	1	32	0	3	19	120
	6	9	76	1	10	4	57	0	3	14	146
	7	10	77	0	4	0	30	0	16	10	127
	8	9	80	0	11	2	42	0	8	11	141
	9	9	105	1	15	1	49	0	14	11	184
	10	21	136	6	29	1	52	1	12	29	230
	11	64	325	7	70	3	62	0	27	74	486
	12	76	379	13	77	1	58	5	68	95	583
	13	52	295	10	63	1	64	9	51	72	474
	14	39	256	8	54	1	55	8	50	56	418
	15	34	201	5	47	4	65	5	21	48	337
	16	13	95	5	19	8	48	2	22	39	248
	All children	364	2,174	56	404	30	660	30	298	491	3,612

1 Includes other road users and cases where gender or road user type was not reported.

2 Killed or seriously injured

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RAS30031

Reported casualties by road user type, severity and local authority, Great Britain, 2010

	Number of casualties												
	Pedestrians		Pedal cyclists		Motorcycle users		Car users		All road users ¹				
	Population KSI	²	All	KSI	All	KSI	All	KSI	All	Child	All	Slight	All severities
Greater London	7,825,177	913	5,398	468	4,010	616	4,344	747	13,085	250	2,889	26,048	28,937
City of London	11,677	18	113	18	127	3	57	2	50	0	41	339	380
Barking and Dagenham	179,741	13	82	4	44	15	63	12	323	11	48	497	545
Barnet	348,198	34	241	12	82	22	173	61	935	7	132	1,388	1,520
Bexley	227,957	13	87	6	53	10	63	36	339	9	68	521	589
Brent	256,556	28	191	3	81	13	145	34	453	10	84	844	928
Bromley	312,380	14	124	10	88	16	104	47	449	5	90	726	816
Camden	235,362	55	251	23	234	18	176	12	220	7	112	852	964
Croydon	345,562	26	211	5	71	15	135	33	607	8	87	1,035	1,122
Ealing	318,516	28	211	13	100	20	151	22	525	6	85	968	1,053
Enfield	294,927	40	170	5	55	17	85	32	663	12	98	977	1,075
Greenwich	228,509	24	147	12	72	29	124	31	408	14	104	748	852
Hackney	219,228	27	172	23	197	19	128	27	333	6	103	795	898
Hammersmith and Fulham	169,705	26	126	14	167	22	174	9	180	2	74	616	690
Haringey	224,996	39	212	11	96	12	127	16	465	5	79	905	984
Harrow	230,057	8	104	3	30	8	41	16	350	1	39	512	551
Havering	236,137	13	99	3	34	14	66	31	536	7	63	730	793
Hillingdon	266,114	21	122	8	80	17	93	32	733	10	83	997	1,080
Hounslow	236,760	31	119	11	110	23	137	30	567	11	97	878	975
Islington	194,080	23	189	24	232	23	169	8	180	3	81	752	833
Kensington and Chelsea	169,494	29	171	18	187	24	220	7	170	5	80	712	792
Kingston upon Thames	168,955	7	57	7	61	17	58	11	228	2	46	381	427
Lambeth	284,484	50	253	37	273	34	262	24	359	10	156	1,137	1,293
Lewisham	266,480	32	178	12	123	25	143	29	408	13	108	830	938
Merton	208,794	11	88	7	64	8	76	13	209	2	39	419	458
Newham	240,124	29	216	12	90	10	86	27	466	10	81	830	911
Redbridge	270,501	35	156	4	42	9	76	27	597	14	76	862	938
Richmond upon Thames	190,920	23	79	19	110	14	97	10	167	9	72	403	475
Southwark	287,041	56	206	35	265	41	229	21	344	22	165	984	1,149
Sutton	194,195	9	68	8	40	10	70	19	268	4	49	432	481
Tower Hamlets	237,896	34	181	21	177	23	158	11	400	6	91	879	970
Waltham Forest	227,145	18	129	11	76	10	76	22	462	5	67	719	786
Wandsworth	289,574	28	188	30	238	29	244	13	304	4	102	922	1,024
Westminster	253,112	71	450	38	308	45	331	21	359	10	186	1,413	1,599
London Airport (Heathrow)	..	0	7	1	3	1	7	1	28	0	3	45	48
Greater Manchester	2,629,388	286	1,314	117	733	139	479	174	4,633	128	743	6,844	7,587
Bolton	266,492	41	165	13	61	17	63	23	488	22	94	728	822
Bury	183,753	23	91	7	37	5	24	21	306	11	58	416	474
Manchester	498,779	68	334	38	261	28	93	26	1,156	27	166	1,796	1,962
Oldham	219,771	35	136	4	38	14	35	23	412	21	79	574	653
Rochdale	205,190	23	114	2	28	7	40	13	370	9	47	550	597
Salford	228,992	23	98	12	68	16	43	15	419	5	72	600	672
Stockport	284,645	20	111	12	72	12	41	10	382	3	57	588	645
Tameside	216,882	18	91	6	37	19	44	13	311	10	58	457	515
Trafford	217,307	14	66	12	67	7	36	14	381	6	50	519	569
Wigan	307,577	21	108	11	64	14	60	16	408	14	62	616	678
Merseyside	1,353,421	183	632	70	321	55	186	187	3,277	76	511	4,292	4,803
Knowsley	149,116	9	44	5	24	7	18	34	404	5	55	459	514
Liverpool	445,229	105	321	29	110	21	58	67	1,358	35	229	1,848	2,077
St Helens	177,363	15	60	5	35	6	28	18	323	9	45	434	479
Sefton	272,876	24	99	15	80	10	34	23	551	9	74	734	808
Wirral	308,837	30	108	16	72	11	48	45	641	18	108	817	925
South Yorkshire	1,328,315	138	651	45	284	67	257	165	3,346	60	435	4,493	4,928
Barnsley	227,610	17	104	4	25	18	56	26	573	8	67	739	806
Doncaster	290,593	39	154	19	97	21	67	62	975	19	149	1,225	1,374
Rotherham	254,605	19	97	0	39	4	46	34	743	4	59	925	984
Sheffield	555,507	63	296	22	123	24	88	43	1,055	29	160	1,604	1,764
Tyne and Wear	1,119,526	111	485	43	259	60	197	104	2,323	69	347	3,389	3,736
Gateshead	191,690	23	84	10	46	18	44	24	515	12	82	701	783
Newcastle upon Tyne	292,179	37	180	14	89	10	36	28	615	17	97	925	1,022
North Tyneside	198,478	13	62	4	45	9	33	16	388	11	43	541	584
South Tyneside	153,670	10	45	4	28	5	31	11	237	7	35	378	413
Sunderland	283,509	28	114	11	51	18	53	25	568	22	90	844	934

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RAS30031

Reported casualties by road user type, severity and local authority, Great Britain, 2010

	Number of casualties												
	Population KSI	Pedestrians		Pedal cyclists		Motorcycle users		Car users		All road users ¹			
		²	All	KSI	All	KSI	All	KSI	All	Child KSI	All KSI	Slight	All severities
West Midlands	2,655,121	360	1,398	104	542	132	470	300	5,797	173	924	7,777	8,701
Birmingham	1,036,878	175	694	46	248	44	175	141	2,747	79	417	3,675	4,092
Coventry	315,739	29	129	12	76	23	59	25	514	14	90	716	806
Dudley	307,362	34	131	11	46	19	67	24	452	19	91	640	731
Sandwell	292,799	45	156	3	37	17	57	38	716	19	106	921	1,027
Solihull	206,091	24	68	8	38	7	32	21	398	14	63	505	568
Walsall	256,898	20	107	10	46	9	29	31	541	14	74	699	773
Wolverhampton	239,354	33	113	14	51	13	51	20	429	14	83	621	704
West Yorkshire	2,249,543	290	1,189	87	490	144	510	333	5,584	124	894	7,456	8,350
Bradford	512,618	77	345	18	99	26	124	73	1,399	35	208	1,881	2,089
Calderdale	202,741	25	80	8	29	12	43	34	501	16	81	614	695
Kirklees	409,842	49	228	13	74	21	96	50	1,117	17	137	1,477	1,614
Leeds	798,769	96	392	31	219	54	153	111	1,767	38	304	2,460	2,764
Wakefield	325,573	43	144	17	69	31	94	65	800	18	164	1,024	1,188
Avon	1,098,009	70	412	67	479	69	358	89	1,915	22	312	2,979	3,291
Bath and NE Somerset	179,704	6	57	8	55	12	57	12	307	2	39	452	491
Bristol	441,285	32	220	40	286	24	145	30	652	8	130	1,218	1,348
North Somerset	212,194	13	63	8	53	15	57	20	463	8	57	599	656
South Gloucestershire	264,826	19	72	11	85	18	99	27	493	4	86	710	796
Bedfordshire	614,768	63	241	23	142	60	158	103	1,599	41	259	1,982	2,241
Bedford	160,797	15	64	9	54	10	33	23	382	14	57	496	553
Central Bedfordshire	255,219	15	52	11	52	38	78	66	753	8	140	851	991
Luton	198,752	33	125	3	36	12	47	14	464	19	62	635	697
Berkshire	865,201	60	278	25	256	59	259	95	1,750	20	250	2,415	2,665
Bracknell Forest	116,538	4	27	1	23	8	31	11	202	2	25	265	290
Reading	154,234	18	80	8	79	7	39	6	215	5	40	413	453
Slough	131,084	12	68	6	53	11	42	9	438	5	41	578	619
West Berkshire	153,975	12	32	2	25	8	36	35	313	4	60	365	425
Windsor and Maidenhead	146,148	10	41	4	43	13	57	18	296	2	47	412	459
Wokingham	163,222	4	30	4	33	12	54	16	286	2	37	382	419
Buckinghamshire	739,569	44	188	22	160	56	191	159	2,127	20	295	2,517	2,812
Bucks (excl UA ²)	498,072	35	133	16	105	44	131	118	1,358	15	221	1,615	1,836
Milton Keynes	241,497	9	55	6	55	12	60	41	769	5	74	902	976
Cambridgeshire	789,705	55	239	70	483	99	286	195	2,272	40	434	2,997	3,431
Cams (excl UA)	616,282	37	155	56	390	77	221	157	1,550	25	339	2,094	2,433
Peterborough	173,423	18	84	14	93	22	65	38	722	15	95	903	998
Cheshire	1,009,288	106	359	76	316	151	365	218	3,077	54	574	3,826	4,400
Cheshire East	363,820	38	126	37	113	66	151	96	1,166	26	245	1,411	1,656
Cheshire West and Chester	327,300	32	114	24	102	49	109	74	950	11	185	1,157	1,342
Halton	119,263	13	41	3	25	10	28	13	315	7	41	423	464
Warrington	198,905	23	78	12	76	26	77	35	646	10	103	835	938
Cleveland	563,461	43	190	14	109	21	80	61	928	25	143	1,258	1,401
Hartlepool	91,304	6	33	5	13	4	12	11	118	5	28	164	192
Middlesbrough	142,370	12	68	1	34	2	18	15	273	3	30	393	423
Redcar & Cleveland	137,398	14	41	3	26	6	22	18	227	8	41	289	330
Stockton-on-Tees	192,389	11	48	5	36	9	28	17	310	9	44	412	456
Cornwall and Isles of Scilly	537,445	26	214	11	74	51	140	100	1,581	8	198	1,894	2,092
Cumbria	494,350	37	162	22	115	58	169	89	1,199	35	233	1,586	1,819
Derbyshire	1,010,579	64	354	54	253	94	334	181	2,693	48	410	3,506	3,916
Derbyshire (excl UA)	763,724	43	232	26	141	71	256	163	1,997	31	319	2,492	2,811
Derby	246,855	21	122	28	112	23	78	18	696	17	91	1,014	1,105
Devon	1,142,925	58	473	35	238	105	395	176	2,628	25	384	3,558	3,942
Devon (excl UAs)	749,944	30	231	28	166	74	224	153	1,841	13	292	2,274	2,566
Plymouth	258,710	20	148	5	46	21	122	13	522	8	60	859	919
Torbay	134,271	8	94	2	26	10	49	10	265	4	32	425	457
Dorset	715,042	69	275	56	304	83	308	133	1,535	16	349	2,239	2,588
Dorset (excl UAs)	404,789	32	127	32	123	44	153	102	919	7	215	1,206	1,421
Bournemouth	168,118	23	95	11	104	25	84	17	326	4	77	565	642
Poole	142,135	14	53	13	77	14	71	14	290	5	57	468	525

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RAS30031

Reported casualties by road user type, severity and local authority, Great Britain, 2010

	Number of casualties												
	Pedestrians			Pedal cyclists		Motorcycle users		Car users		All road users ¹			
	Population KSI	²	All	KSI	All	KSI	All	KSI	All	Child KSI	All KSI	Slight	All severities
Durham	611,647	42	225	13	104	55	139	99	1,380	20	217	1,827	2,044
County Durham	510,804	33	180	10	79	46	112	89	1,194	18	184	1,524	1,708
Darlington	100,843	9	45	3	25	9	27	10	186	2	33	303	336
East Sussex	774,284	118	413	43	253	118	291	155	1,643	40	455	2,453	2,908
East Sussex (excl UA)	515,522	70	222	20	96	81	191	129	1,171	26	319	1,478	1,797
Brighton & Hove	258,762	48	191	23	157	37	100	26	472	14	136	975	1,111
Essex	1,737,994	152	559	71	326	192	531	352	3,530	70	797	4,410	5,207
Essex (excl UAs)	1,413,025	113	409	52	235	162	433	312	2,830	46	662	3,440	4,102
Southend	165,311	25	103	11	63	12	52	14	302	13	65	480	545
Thurrock	159,658	14	47	8	28	18	46	26	398	11	70	490	560
Gloucestershire	593,527	29	148	25	145	38	126	88	1,030	9	187	1,347	1,534
Hampshire 1,743,667		145	559	131	660	228	687	307	3,373	78	846	4,736	5,582
Hampshire (excl UAs)	1,296,814	79	306	75	379	177	508	272	2,638	53	632	3,424	4,056
Portsmouth	207,121	26	106	27	157	20	72	17	380	12	91	651	742
Southampton	239,732	40	147	29	124	31	107	18	355	13	123	661	784
Herefordshire	179,297	7	54	4	34	7	54	40	456	3	61	586	647
Hertfordshire	1,107,521	75	327	46	244	87	322	178	2,651	41	407	3,362	3,769
Humberside	921,239	106	347	80	375	109	317	178	2,240	64	497	3,024	3,521
East Riding of Yorkshire	338,690	28	101	26	81	48	100	82	849	25	196	1,019	1,215
Kingston upon Hull	263,890	48	131	27	172	26	108	11	439	19	118	807	925
North-East Lincolnshire	157,314	16	67	15	70	16	62	27	411	10	76	558	634
North Lincolnshire	161,345	14	48	12	52	19	47	58	541	10	107	640	747
Isle of Wight	140,491	18	52	6	35	18	76	34	330	9	82	466	548
Kent	1,684,117	139	773	49	357	152	603	237	4,443	71	604	5,890	6,494
Kent (excl UA)	1,427,418	114	643	43	306	138	527	224	4,028	57	545	5,257	5,802
Medway Towns	256,699	25	130	6	51	14	76	13	415	14	59	633	692
Lancashire 1,449,289		226	763	90	456	154	498	295	4,303	118	806	5,591	6,397
Lancashire (excl UAs)	1,169,270	169	543	76	371	134	416	267	3,482	96	681	4,450	5,131
Blackburn with Darwen	140,045	25	97	4	27	12	41	16	389	13	60	514	574
Blackpool	139,974	32	123	10	58	8	41	12	432	9	65	627	692
Leicestershire	993,938	76	420	27	303	67	266	172	2,354	35	352	3,161	3,513
Leicestershire (excl UAs)	648,748	35	182	10	159	54	184	131	1,482	14	238	1,878	2,116
Leicester City	306,631	39	229	17	140	9	71	20	755	21	86	1,160	1,246
Rutland	38,559	2	9	0	4	4	11	21	117	0	28	123	151
Lincolnshire	703,008	48	269	26	197	116	316	252	2,409	22	462	2,908	3,370
Norfolk	862,346	44	243	23	180	85	287	171	1,629	18	353	2,138	2,491
Northamptonshire	687,319	55	215	22	106	62	151	131	1,174	22	297	1,464	1,761
Northumberland	311,991	30	103	11	74	36	80	66	856	19	151	1,071	1,222
North Yorkshire	802,155	46	229	45	242	155	360	277	1,954	29	553	2,451	3,004
North Yorkshire (excl UA)	599,708	35	161	31	119	139	279	259	1,690	27	491	1,954	2,445
York	202,447	11	68	14	123	16	81	18	264	2	62	497	559
Nottinghamshire	1,086,587	103	445	66	333	128	349	237	2,566	41	555	3,500	4,055
Nottinghamshire (excl UA)	779,890	59	229	42	204	103	263	200	1,899	26	417	2,395	2,812
Nottingham	306,697	44	216	24	129	25	86	37	667	15	138	1,105	1,243
Oxfordshire	648,722	59	168	62	236	90	213	163	1,474	23	395	1,847	2,242
Shropshire	455,991	26	141	17	85	45	142	63	1,008	12	163	1,321	1,484
Shropshire UA	293,378	22	101	10	57	35	104	50	686	6	125	906	1,031
Telford & Wrekin	162,613	4	40	7	28	10	38	13	322	6	38	415	453
Somerset	525,186	35	147	27	125	45	162	121	1,286	17	238	1,554	1,792
Staffordshire	1,071,362	53	394	25	241	52	338	112	3,244	22	258	4,184	4,442
Staffordshire (excl UA)	831,290	37	268	18	187	45	281	100	2,589	16	213	3,281	3,494
Stoke on Trent	240,072	16	126	7	54	7	57	12	655	6	45	903	948
Suffolk	719,511	41	201	33	169	91	256	117	1,619	21	296	2,104	2,400
Surrey	1,127,322	87	393	98	453	102	432	210	3,801	43	520	4,811	5,331
Wanwickshire	535,982	33	155	21	139	55	150	180	1,522	24	301	1,790	2,091

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Reported casualties by road user type, severity and local authority, Great Britain, 2010

	Number of casualties												
	Population	Pedestrians		Pedal cyclists		Motorcycle users		Car users		All road users ¹			
		KSI	²	All	KSI	All	KSI	All	KSI	All	Child KSI	All KSI	Slight	All severities
West Sussex	799,701	62	220	45	253	84	233	167	1,579	26	373	2,009	2,382
Wiltshire	661,592	43	148	35	140	52	166	143	1,170	27	292	1,478	1,770
Wiltshire UA	459,835	24	91	21	83	41	115	126	870	18	229	1,044	1,273
Swindon	201,757	19	57	14	57	11	51	17	300	9	63	434	497
Worcestershire	557,426	18	163	8	124	41	166	77	1,159	10	153	1,575	1,728
England	52,234,045	4,892	22,726	2,558	15,957	4,583	17,197	8,231	117,532	2,168	21,255	164,114	185,369
Wales	3,006,430	213	1,108	68	447	247	645	499	7,131	108	1,087	8,868	9,955
Scotland	5,222,100	500	2,011	145	781	353	844	1,019	8,542	226	2,168	11,156	13,324
Great Britain	60,462,575	5,605	25,845	2,771	17,185	5,183	18,686	9,749	133,205	2,502	24,510	184,138	208,648

1 Includes goods vehicles, buses, coaches and trams, horse riders and agricultural vehicle users.

2 Killed or seriously injured.

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[Notes & Definitions](#)

Source: DfT STATS19, ONS mid-year population estimates
 Last updated: 29 September 2011
 Next update: September 2012

The figures in this table are National Statistics

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Reported casualties by road user type, severity and local authority, Great Britain, 1994-98 average

	Number of casualties											
	Pedestrians		Pedal cyclists		Motorcycle users		Car users		All road users ¹			
	KSI ²	All	KSI	All	KSI	All	KSI	All	Child KSI	All KSI	Slight	All severities
Greater London	2,136	9,307	568	4,418	934	6,083	2,632	22,478	936	6,696	39,109	45,805
City of London	25	148	7	74	16	123	13	100	2	65	415	480
Barking and Dagenham	35	159	7	69	13	67	84	572	30	151	782	933
Barnet	70	323	14	103	34	202	135	1,276	31	268	1,778	2,047
Bexley	36	147	9	66	17	94	79	565	25	148	806	955
Brent	84	341	18	106	24	158	103	890	42	243	1,362	1,605
Bromley	49	225	18	108	33	154	128	870	34	241	1,234	1,475
Camden	105	457	31	224	41	330	59	550	25	251	1,433	1,684
Croydon	67	341	13	132	31	206	119	1,076	42	246	1,632	1,878
Ealing	92	360	21	157	32	200	129	1,062	35	288	1,612	1,900
Enfield	65	285	13	94	21	137	125	1,090	33	235	1,490	1,725
Greenwich	59	251	10	88	30	179	88	704	36	198	1,141	1,339
Hackney	79	338	19	146	25	177	72	524	39	211	1,098	1,309
Hammersmith and Fulham	59	253	20	170	26	204	32	367	18	149	931	1,080
Haringey	65	322	12	89	21	139	55	538	23	161	1,011	1,171
Harrow	35	165	7	59	12	80	61	503	20	122	734	856
Havering	38	153	12	81	19	95	134	894	35	212	1,099	1,311
Hillingdon	54	195	19	126	25	121	139	1,050	37	254	1,332	1,585
Hounslow	50	224	19	152	28	170	113	921	29	228	1,358	1,586
Islington	75	335	26	203	31	252	39	399	18	184	1,111	1,295
Kensington and Chelsea	72	320	18	162	31	233	38	380	11	170	1,006	1,176
Kingston upon Thames	32	122	15	108	22	103	53	431	13	127	691	819
Lambeth	124	484	36	259	51	365	82	854	45	312	1,832	2,143
Lewisham	82	341	14	132	30	203	63	769	42	206	1,388	1,594
Merton	37	158	11	95	21	118	50	405	21	127	700	827
Newham	68	316	11	99	18	107	77	661	43	189	1,115	1,303
Redbridge	48	212	12	86	15	106	103	884	26	187	1,199	1,386
Richmond upon Thames	32	135	21	134	24	135	48	387	14	135	714	849
Southwark	79	365	25	214	48	299	70	739	34	239	1,542	1,781
Sutton	30	131	10	71	16	94	53	482	22	115	714	829
Tower Hamlets	72	282	14	126	38	236	53	481	27	186	1,021	1,207
Waltham Forest	61	266	12	101	19	138	67	604	30	170	1,032	1,202
Wandsworth	79	306	33	237	54	317	76	590	29	256	1,305	1,561
Westminster	178	831	38	341	65	532	84	788	23	408	2,383	2,790
London Airport (Heathrow)	1	17	1	5	2	11	7	75	0	13	112	125
Greater Manchester	587	2,937	108	1,189	127	581	402	10,820	304	1,280	15,417	16,697
Bolton	62	322	10	107	15	62	44	1,076	35	136	1,536	1,672
Bury	35	169	4	67	7	39	23	687	15	72	952	1,024
Manchester	156	748	28	287	23	108	76	2,208	71	291	3,337	3,628
Oldham	51	272	8	80	12	48	34	883	29	109	1,260	1,368
Rochdale	49	243	6	78	8	32	38	878	28	107	1,212	1,319
Salford	52	256	11	118	12	58	38	1,238	25	126	1,688	1,814
Stockport	40	225	12	115	11	60	44	1,078	16	111	1,485	1,596
Tameside	47	221	10	78	11	53	34	751	31	105	1,074	1,179
Trafford	29	160	9	126	8	40	29	814	18	77	1,140	1,217
Wigan	67	323	11	133	20	82	43	1,208	37	146	1,734	1,881
Merseyside	351	1,519	75	593	80	324	300	6,566	199	841	8,913	9,754
Knowsley	34	138	7	48	6	23	46	794	29	98	992	1,090
Liverpool	180	744	27	199	22	103	99	2,659	89	341	3,747	4,088
St Helens	32	142	7	59	12	42	47	824	20	104	1,050	1,154
Sefton	42	222	14	139	13	55	46	1,083	24	119	1,466	1,585
Wirral	63	272	20	147	27	101	62	1,206	38	179	1,657	1,836
South Yorkshire	251	1,086	47	396	86	303	308	3,922	146	732	5,578	6,310
Barnsley	37	183	7	60	20	62	68	734	29	139	991	1,131
Doncaster	43	221	13	133	18	74	66	994	28	147	1,397	1,545
Rotherham	47	191	11	69	18	63	67	837	34	152	1,130	1,282
Sheffield	124	491	16	134	31	104	107	1,357	56	294	2,059	2,353
Tyne and Wear	282	1,047	50	346	41	137	202	3,039	147	602	4,383	4,985
Gateshead	53	171	7	40	12	32	56	735	27	134	930	1,064
Newcastle upon Tyne	84	322	12	96	7	31	39	728	35	149	1,145	1,295
North Tyneside	40	149	10	69	8	22	29	436	21	92	639	731
South Tyneside	35	121	6	46	6	21	15	320	16	64	476	541
Sunderland	71	283	14	94	9	31	63	821	46	162	1,192	1,354

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Reported casualties by road user type, severity and local authority, Great Britain, 1994-98 average

	Number of casualties											
	Pedestrians		Pedal cyclists		Motorcycle users		Car users		All road users ¹			
	KSI ²	All	KSI	All	KSI	All	KSI	All	Child KSI	All KSI	Slight	All severities
West Midlands	756	2,587	161	908	201	624	893	7,733	415	2,092	10,479	12,571
Birmingham	329	1,206	44	310	61	227	311	3,108	151	775	4,381	5,156
Coventry	103	268	36	139	34	80	138	754	69	322	979	1,301
Dudley	68	251	17	95	29	90	84	813	41	202	1,110	1,312
Sandwell	80	286	16	99	20	66	98	909	44	224	1,229	1,453
Solihull	34	110	15	63	17	44	107	619	24	184	701	885
Walsall	65	222	15	93	22	65	75	798	42	185	1,070	1,255
Wolverhampton	77	244	18	109	19	52	80	732	44	200	1,009	1,209
West Yorkshire	524	2,200	106	665	158	559	626	8,511	272	1,484	11,391	12,875
Bradford	139	628	21	150	31	127	107	1,998	69	309	2,748	3,057
Calderdale	39	194	8	64	16	60	52	813	20	123	1,106	1,229
Kirklees	76	356	18	99	27	103	120	1,440	42	255	1,887	2,142
Leeds	197	764	36	246	53	178	239	3,133	91	554	4,168	4,722
Wakefield	74	257	22	106	31	92	107	1,128	51	244	1,482	1,725
Avon	123	588	38	351	81	358	207	2,457	57	472	3,507	3,979
Bath and NE Somerset	17	82	3	36	13	49	37	335	7	72	455	527
Bristol	68	336	21	197	32	165	51	885	28	175	1,505	1,680
North Somerset	18	83	7	48	16	56	54	504	11	101	643	744
South Gloucestershire	21	88	8	70	20	88	66	732	12	124	904	1,028
Bedfordshire	88	366	31	210	63	204	196	1,983	53	398	2,561	2,959
Bedford	23	96	12	72	15	52	52	494	12	107	653	760
Central Bedfordshire	29	115	10	71	35	100	115	982	19	202	1,174	1,376
Luton	36	155	8	66	14	52	29	507	21	89	733	823
Berkshire	65	424	26	371	58	345	169	2,764	34	332	3,734	4,066
Bracknell Forest	7	38	4	40	7	46	28	346	5	48	438	486
Reading	16	129	5	89	10	68	12	346	6	45	618	664
Slough	13	81	4	60	7	39	16	429	6	42	585	627
West Berkshire	10	62	4	52	13	68	51	671	6	82	816	898
Windsor and Maidenhead	12	63	5	64	10	63	32	501	5	60	654	714
Wokingham	7	51	4	66	11	61	30	472	5	54	623	677
Buckinghamshire	62	327	26	247	72	292	227	2,951	42	407	3,627	4,034
Bucks (excl UA ²)	43	233	17	155	50	205	177	2,026	29	303	2,471	2,774
Milton Keynes	19	94	9	92	22	88	49	925	13	104	1,156	1,260
Cambridgeshire	91	324	103	648	115	365	403	3,007	75	759	3,847	4,606
Cams (excl UA)	59	224	79	503	94	282	327	2,278	48	597	2,906	3,503
Peterborough	32	100	25	145	21	83	76	729	27	162	941	1,103
Cheshire	180	614	89	442	138	396	675	4,914	138	1,152	5,706	6,858
Cheshire East	65	199	36	155	68	165	337	1,839	47	536	2,009	2,545
Cheshire West and Chester	46	199	26	144	40	127	168	1,495	34	294	1,790	2,084
Halton	30	82	12	53	13	30	88	529	33	157	627	784
Warrington	39	134	15	90	17	73	82	1,051	24	166	1,279	1,444
Cleveland	103	490	25	199	21	77	99	1,613	67	257	2,286	2,543
Hartlepool	19	88	4	32	5	12	16	258	12	46	383	429
Middlesbrough	35	166	6	59	6	20	17	467	22	65	685	751
Redcar & Cleveland	18	104	6	46	5	21	27	362	12	57	507	565
Stockton-on-Tees	30	132	9	62	5	25	38	526	21	88	711	799
Cornwall and Isles of Scilly	58	303	23	146	76	262	213	1,872	41	383	2,336	2,719
Cumbria	92	325	36	183	84	208	308	1,867	68	555	2,211	2,766
Derbyshire	168	631	54	340	136	428	371	3,516	101	761	4,510	5,271
Derbyshire (excl UA)	109	414	37	217	116	346	327	2,927	72	618	3,585	4,203
Derby	59	217	17	122	19	82	44	589	28	143	925	1,068
Devon	148	717	51	377	141	519	333	3,254	87	701	4,412	5,113
Devon (excl UAs)	79	376	30	211	99	330	277	2,239	51	510	2,816	3,326
Plymouth	52	214	18	116	31	126	42	777	30	145	1,151	1,296
Torbay	17	126	2	50	11	63	14	238	6	46	445	491
Dorset	88	380	47	322	78	335	247	2,540	48	479	3,308	3,787
Dorset (excl UAs)	38	176	22	132	52	183	198	1,649	25	326	1,948	2,274
Bournemouth	31	132	14	120	13	83	25	466	13	84	759	843
Poole	19	72	12	71	13	69	24	426	9	69	602	671

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Reported casualties by road user type, severity and local authority, Great Britain, 1994-98 average

	Number of casualties											
	Pedestrians		Pedal cyclists		Motorcycle users		Car users		All road users ¹			
	KSI ²	All	KSI	All	KSI	All	KSI	All	Child KSI	All KSI	Slight	All severities
Durham	98	446	20	145	42	115	172	1,971	62	351	2,580	2,932
County Durham	80	360	16	108	34	91	149	1,663	53	295	2,131	2,426
Darlington	18	86	4	36	8	24	23	308	10	57	449	506
East Sussex	163	653	49	300	108	341	286	2,585	69	628	3,519	4,148
East Sussex (excl UA)	89	333	29	167	78	236	243	1,919	47	457	2,369	2,826
Brighton & Hove	73	321	19	133	30	105	43	667	22	171	1,150	1,322
Essex	275	970	137	699	231	718	714	6,268	184	1,429	7,760	9,189
Essex (excl UAs)	213	741	107	535	191	582	617	5,098	145	1,187	6,189	7,377
Southend	39	152	17	109	17	65	38	490	18	115	759	874
Thurrock	23	77	13	55	23	72	60	680	21	127	812	939
Gloucestershire	52	269	25	225	59	240	205	1,731	35	360	2,257	2,617
Hampshire 232		970	148	1,004	233	860	645	5,810	157	1,314	7,856	9,170
Hampshire (excl UAs)	150	579	99	646	187	641	573	4,640	111	1,054	5,829	6,883
Portsmouth	43	185	28	198	24	104	39	572	23	142	990	1,131
Southampton	39	207	21	160	23	114	32	599	23	119	1,037	1,155
Herefordshire	27	86	18	65	34	77	122	567	19	216	654	870
Hertfordshire	171	557	80	418	142	455	621	4,706	113	1,065	5,437	6,502
Humberside	199	738	105	685	127	396	351	2,682	139	820	4,003	4,822
East Riding of Yorkshire	39	145	28	152	48	127	174	1,077	32	302	1,293	1,596
Kingston upon Hull	87	338	36	292	32	118	43	576	49	207	1,231	1,438
North-East Lincolnshire	44	161	24	149	19	70	48	442	34	140	740	880
North Lincolnshire	28	94	17	91	28	81	86	587	24	170	739	909
Isle of Wight	25	98	17	72	24	81	51	399	15	122	568	690
Kent	269	1,038	105	593	256	772	627	5,226	174	1,321	6,721	8,042
Kent (excl UA)	225	848	96	510	227	675	578	4,661	146	1,183	5,880	7,064
Medway Towns	44	190	9	84	29	98	50	564	28	138	841	979
Lancashire 411		1,333	133	617	191	497	728	6,055	275	1,542	7,582	9,125
Lancashire (excl UAs)	283	907	103	491	157	406	576	4,713	200	1,186	5,841	7,027
Blackburn with Darwen	58	199	11	48	15	37	68	685	37	159	864	1,024
Blackpool	70	226	18	78	18	55	83	658	37	197	877	1,074
Leicestershire	125	663	43	421	77	340	297	3,187	73	574	4,359	4,933
Leicestershire (excl UAs)	60	302	28	235	61	239	233	2,173	42	408	2,773	3,181
Leicester City	62	351	13	174	12	84	35	836	27	126	1,390	1,516
Rutland	2	11	2	12	4	17	29	178	3	40	196	236
Lincolnshire	80	323	44	292	112	308	478	2,659	76	764	3,079	3,843
Norfolk	113	380	61	317	131	371	516	2,710	89	862	3,132	3,994
Northamptonshire	123	354	47	197	89	203	471	2,171	88	773	2,316	3,089
Northumberland	43	170	15	86	28	71	162	1,124	31	260	1,346	1,606
North Yorkshire	137	427	73	335	186	462	700	3,237	122	1,171	3,630	4,801
North Yorkshire (excl UA)	113	332	57	218	170	389	672	2,946	111	1,083	3,115	4,198
York	24	94	15	117	16	73	28	291	11	88	515	602
Nottinghamshire	276	855	125	498	177	433	512	3,725	195	1,147	4,833	5,980
Nottinghamshire (excl UA)	143	439	86	323	133	307	418	2,821	129	824	3,381	4,205
Nottingham	133	416	39	175	44	126	94	904	67	323	1,452	1,775
Oxfordshire	54	276	34	343	57	277	215	2,157	31	385	2,881	3,266
Shropshire	64	213	43	150	69	162	318	1,553	59	535	1,706	2,241
Shropshire UA	43	134	28	97	52	118	237	1,100	37	395	1,188	1,583
Telford & Wrekin	22	79	15	54	17	44	81	453	22	140	518	658
Somerset	57	223	28	198	59	184	222	1,772	33	380	2,111	2,492
Staffordshire	129	765	36	423	96	438	326	4,638	84	625	6,141	6,766
Staffordshire (excl UA)	82	487	28	325	74	334	280	3,729	60	498	4,763	5,262
Stoke on Trent	47	278	8	98	22	104	45	909	24	126	1,378	1,504
Suffolk	71	292	37	284	78	289	266	1,893	51	478	2,443	2,921
Surrey	156	603	84	571	171	690	484	5,366	84	932	6,635	7,567
Wanwickshire	93	289	47	227	108	263	419	2,302	69	710	2,607	3,317

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RAS30031

Reported casualties by road user type, severity and local authority, Great Britain, 1994-98 average

	Number of casualties											
	Pedestrians		Pedal cyclists		Motorcycle users		Car users		All road users ¹			
	KSI ²	All	KSI	All	KSI	All	KSI	All	Child KSI	All KSI	Slight	All severities
West Sussex	99	355	72	407	111	334	289	2,621	60	597	3,337	3,935
Wiltshire	72	293	38	239	88	300	260	2,326	50	487	2,899	3,386
Wiltshire UA	49	191	25	145	65	200	225	1,841	33	389	2,163	2,551
Swindon	23	102	13	94	23	101	35	485	16	98	736	834
Worcestershire	94	307	50	214	91	224	312	1,885	62	581	2,246	2,827
England	9,861	40,119	3,376	22,373	5,867	22,306	19,579	179,136	5,729	40,815	241,953	282,768
Wales	434	2,041	107	730	253	782	1,115	10,344	288	2,008	12,848	14,856
Scotland	1,374	4,383	249	1,282	355	935	2,559	13,808	842	4,833	17,471	22,304
Great Britain	11,669	46,543	3,732	24,385	6,475	24,023	23,254	203,288	6,860	47,656	272,272	319,928

1 Includes goods vehicles, buses, coaches and trams, horse riders and agricultural vehicle users.

2 Killed or seriously injured.

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RAS30032

Reported casualties by region, country and severity, United Kingdom, 1994-98 average, 2003-2010

		Number of casualties								
		1994-98 average	2003	2004	2005	2006	2007	2008	2009	2010
North East	Killed	139	132	128	108	109	88	76	73	51
	KSI ¹	1,471	1,261	1,158	1,093	1,164	1,019	990	1,020	858
	Total	12,067	11,878	11,458	10,890	10,364	9,673	9,494	9,254	8,403
North West	Killed	393	405	338	362	321	271	269	235	194
	KSI	5,371	4,131	3,987	4,063	3,740	3,391	3,324	3,045	2,867
	Total	45,200	38,063	37,448	36,426	33,986	31,478	29,461	27,686	25,006
Yorkshire and the Humber	Killed	327	318	311	302	304	281	224	205	170
	KSI	4,206	3,593	3,486	3,227	3,259	3,215	2,890	2,601	2,379
	Total	28,808	28,368	27,049	24,940	24,643	23,759	22,278	21,728	19,803
East Midlands	Killed	357	366	299	299	327	307	245	227	183
	KSI	4,020	3,169	2,970	2,737	2,561	2,550	2,327	2,384	2,076
	Total	23,116	21,819	21,293	20,807	19,588	19,006	17,854	17,376	16,615
West Midlands	Killed	328	321	286	281	304	262	225	224	156
	KSI	4,759	2,987	2,851	2,674	2,582	2,610	2,232	2,122	1,860
	Total	28,592	26,863	25,924	25,681	24,363	24,465	22,028	21,175	19,093
East of England	Killed	363	370	355	342	350	335	263	235	197
	KSI	4,991	3,994	3,844	3,583	3,327	3,178	2,805	2,731	2,546
	Total	30,170	28,301	28,069	27,138	25,025	24,207	21,848	20,750	19,539
London Killed		247	272	216	214	231	222	205	185	126
	KSI	6,696	5,164	4,171	3,657	3,947	3,785	3,531	3,229	2,889
	Total	45,805	38,477	34,581	31,905	29,831	28,434	28,205	28,023	28,937
South East	Killed	489	525	472	519	457	437	354	294	284
	KSI	6,039	5,079	4,685	4,423	4,478	4,482	4,077	4,124	3,820
	Total	44,918	40,008	38,869	38,414	37,996	36,576	33,805	32,671	30,964
South West	Killed	343	295	309	308	292	299	262	202	192
	KSI	3,262	2,918	2,619	2,488	2,493	2,490	2,193	1,950	1,960
	Total	24,092	24,122	24,071	24,283	22,781	21,866	19,184	18,117	17,009
England Killed		2,986	3,004	2,714	2,735	2,695	2,502	2,123	1,880	1,553
	KSI	40,815	32,296	29,771	27,945	27,551	26,720	24,369	23,206	21,255
	Total	282,768	257,899	248,762	240,484	228,577	219,464	204,157	196,780	185,369
Wales	Killed	213	173	201	180	163	162	143	126	89
	KSI	2,008	1,655	1,537	1,327	1,373	1,403	1,396	1,221	1,087
	Total	14,856	14,036	13,687	12,738	12,692	12,271	11,185	10,354	9,955
Scotland	Killed	378	331	306	286	314	282	272	216	208
	KSI	4,833	3,264	3,043	2,883	2,921	2,597	2,807	2,485	2,168
	Total	22,304	18,672	18,391	17,795	17,135	16,045	15,563	15,012	13,324
Great Britain	Killed	3,578	3,508	3,221	3,201	3,172	2,946	2,538	2,222	1,850
	KSI	47,656	37,215	34,351	32,155	31,845	30,720	28,572	26,912	24,510
	Total	319,928	290,607	280,840	271,017	258,404	247,780	230,905	222,146	208,648
Northern Ireland	Killed	149	150	147	135	126	113	107	115	55
	KSI	1,662	1,438	1,330	1,208	1,337	1,210	1,097	1,150	947
	Total	12,499	10,325	9,507	8,159	9,182	9,436	9,551	9,767	8,957
United Kingdom	Killed	3,727	3,658	3,368	3,336	3,298	3,059	2,645	2,337	1,905
	KSI	49,317	38,653	35,681	33,363	33,182	31,930	29,669	28,062	25,457
	Total	332,427	300,932	290,347	279,176	267,586	257,216	240,456	231,913	217,605

1 Killed or seriously injured.

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RAS30033

Reported casualties by built-up and non built-up roads, road class, region and severity, Great Britain, 2010

		Number of casualties							
		Built-up roads				Non built-up roads			All roads ¹
		Motorways	A roads	Other	Total	A roads	Other	Total	
North East	Killed	0	6	15	21	11	19	30	51
	KSI ²	8	155	391	546	187	117	304	858
	Total	119	2,004	3,733	5,737	1,847	700	2,547	8,403
North West	Killed	19	62	48	110	53	12	65	194
	KSI	161	882	1,217	2,099	403	204	607	2,867
	Total	1,869	8,716	10,750	19,466	2,462	1,209	3,671	25,006
Yorkshire and the Humber	Killed	15	31	43	74	53	28	81	170
	KSI	81	575	972	1,547	435	316	751	2,379
	Total	1,148	5,861	8,730	14,591	2,533	1,531	4,064	19,803
East Midlands	Killed	9	26	22	48	86	40	126	183
	KSI	54	361	683	1,044	581	397	978	2,076
	Total	602	4,042	6,252	10,294	3,590	2,129	5,719	16,615
West Midlands	Killed	9	36	38	74	45	28	73	156
	KSI	106	503	792	1,295	266	193	459	1,860
	Total	1,157	5,595	8,419	14,014	2,474	1,448	3,922	19,093
East of England	Killed	15	24	30	54	76	52	128	197
	KSI	101	385	868	1,253	669	523	1,192	2,546
	Total	1,111	3,783	7,377	11,160	4,366	2,902	7,268	19,539
London	Killed	2	74	43	117	7	0	7	126
	KSI	32	1,821	943	2,764	88	5	93	2,889
	Total	312	17,718	10,087	27,805	793	27	820	28,937
South East	Killed	28	41	51	92	110	54	164	284
	KSI	228	912	1,368	2,280	786	526	1,312	3,820
	Total	2,662	8,046	11,500	19,546	5,473	3,283	8,756	30,964
South West	Killed	15	25	35	60	91	26	117	192
	KSI	70	347	693	1,040	549	301	850	1,960
	Total	571	3,789	6,941	10,730	3,598	2,110	5,708	17,009
England	Killed	112	325	325	650	532	259	791	1,553
	KSI	841	5,941	7,927	13,868	3,964	2,582	6,546	21,255
	Total	9,551	59,554	73,789	133,343	27,136	15,339	42,475	185,369
Wales	Killed	2	15	15	30	44	13	57	89
	KSI	17	200	362	562	376	132	508	1,087
	Total	254	2,171	4,131	6,302	2,381	1,018	3,399	9,955
Scotland	Killed	4	29	30	59	105	40	145	208
	KSI	58	365	659	1,024	769	317	1,086	2,168
	Total	564	2,724	4,954	7,678	3,516	1,566	5,082	13,324
Great Britain	Killed	118	369	370	739	681	312	993	1,850
	KSI	916	6,506	8,948	15,454	5,109	3,031	8,140	24,510
	Total	10,369	64,449	82,874	147,323	33,033	17,923	50,956	208,648

1 Includes cases where speed limit was not reported.

2 Killed or seriously injured.

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RAS30034

Reported casualties by severity, road user type and country, United Kingdom, 2010

Road user type	Number of casualties				
	England	Wales	Scotland	Northern Ireland	United Kingdom
Pedestrians					
Killed	341	17	47	10	415
Serious	4,551	196	453	167	5,367
Slight	17,834	895	1,511	558	20,798
All severities	22,726	1,108	2,011	735	26,580
Pedal cyclists					
Killed	102	2	7	0	111
Serious	2,456	66	138	49	2,709
Slight	13,399	379	636	167	14,581
All severities	15,957	447	781	216	17,401
Horse riders					
Killed	1	1	1	0	3
Serious	27	2	3	0	32
Slight	84	5	2	3	94
All severities	112	8	6	3	129
Motorcycle users					
Killed	343	25	35	10	413
Serious	4,240	222	318	120	4,900
Slight	12,614	398	491	264	13,767
All severities	17,197	645	844	394	19,080
Car users					
Killed	690	38	107	29	864
Serious	7,541	461	912	509	9,423
Slight	109,301	6,632	7,523	6,508	129,964
All severities	117,532	7,131	8,542	7,046	140,251
Others¹					
Killed	76	6	11	6	99
Serious	887	51	136	47	1,121
Slight	10,882	559	993	510	12,944
All severities	11,845	616	1,140	563	14,164
All road users					
Killed	1,553	89	208	55	1,905
Serious	19,702	998	1,960	892	23,552
Slight	164,114	8,868	11,156	8,010	192,148
All severities	185,369	9,955	13,324	8,957	217,605

¹ Includes cases where road user type was not reported.

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RAS30035

Deaths by age and gender, from all causes, all accidental deaths and all road deaths, Great Britain, 2009

	Number/percentage													All ages ²
	0-4 ¹	5-9	10-14	15-19	20-29	30-39	40-49	50-59	60-64	65-69	70-74	75-79	80+	
Male														
Deaths from all causes	2,264	161	208	883	2,862	4,752	10,216	19,510	18,231	22,284	30,274	39,218	113,027	263,890
All accidental deaths	52	25	44	335	879	908	1,025	723	328	345	329	500	2,051	7,544
Road deaths (registered)	8	14	25	240	441	290	292	180	63	64	43	75	102	1,837
% of accidental deaths	15	56	57	72	50	32	28	25	19	19	13	15	5	24
% of all deaths	0.4	8.7	12.0	27.2	15.4	6.1	2.9	0.9	0.3	0.3	0.1	0.2	0.1	0.7
Stats 19 fatalities	6	10	24	208	413	265	265	161	75	41	41	55	89	1,653
Female														
Deaths from all causes	1,809	143	184	375	1,169	2,423	6,452	13,022	12,270	15,009	22,129	33,267	173,062	281,314
All accidental deaths	52	17	24	88	191	195	298	271	173	186	250	467	3,473	5,685
Road deaths (registered)	10	5	18	64	89	57	75	52	30	25	30	40	92	587
% of accidental deaths	19	29	75	73	47	29	25	19	17	13	12	9	3	10
% of all deaths	0.6	3.5	9.8	17.1	7.6	2.4	1.2	0.4	0.2	0.2	0.1	0.1	0.1	0.2
Stats 19 fatalities	7	5	13	58	85	59	74	60	22	27	31	40	88	569
All persons³														
Deaths from all causes	4,073	304	392	1,258	4,031	7,175	16,668	32,532	30,501	37,293	52,403	72,485	286,089	545,204
All accidental deaths	104	42	68	423	1,070	1,103	1,323	994	501	531	579	967	5,524	13,229
Road deaths (registered)	18	19	43	304	530	347	367	232	93	89	73	115	194	2,424
% of accidental deaths	17	45	63	72	50	31	28	23	19	17	13	12	4	18
% of all deaths	0.4	6.3	11.0	24.2	13.1	4.8	2.2	0.7	0.3	0.2	0.1	0.2	0.1	0.4
Stats 19 fatalities	13	15	37	266	498	324	339	221	97	68	72	95	177	2,222

1 In some cases age 0 may have been coded where the age of the casualty was not reported.

2 Includes cases where age was not reported.

3 Includes cases where gender was not reported.

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RAS30036

Casualties resulting from reported personal injury road accidents, by age and severity, Great Britain, 1979-2010

Number of casualties

Child (0-15)

Year	Killed	Seriously injured	KSI ¹	Slightly injured	All casualties
1979	636	11,822	12,458	40,029	52,487
1980	533	11,554	12,087	39,083	51,170
1981	571	11,103	11,674	37,977	49,651
1982	536	11,283	11,819	38,097	49,916
1983	605	11,138	11,743	38,913	50,656
1984	588	11,453	12,041	40,627	52,668
1985	515	10,614	11,129	37,649	48,778
1986	450	9,621	10,071	36,472	46,543
1987	466	9,087	9,553	35,399	44,952
1988	462	8,909	9,371	36,541	45,912
1989	440	8,965	9,405	38,502	47,907
1990	417	8,870	9,287	39,353	48,640
1991	377	7,684	8,061	36,349	44,410
1992	310	7,434	7,744	36,443	44,187
1993	306	6,670	6,976	35,617	42,593
1994	299	7,226	7,525	37,627	45,152
1995	270	6,983	7,253	36,536	43,789
1996	270	6,719	6,989	37,848	44,837
1997	255	6,197	6,452	38,094	44,546
1998	206	5,873	6,079	37,366	43,445
1999	221	5,478	5,699	36,352	42,051
2000	191	5,011	5,202	34,513	39,715
2001	219	4,769	4,988	33,281	38,269
2002	179	4,417	4,596	30,093	34,689
2003	171	3,929	4,100	27,888	31,988
2004	166	3,739	3,905	27,095	31,000
2005	141	3,331	3,472	24,654	28,126
2006	169	3,125	3,294	22,229	25,523
2007	121	2,969	3,090	20,717	23,807
2008	124	2,683	2,807	19,189	21,996
2009	81	2,590	2,671	17,984	20,655
2010	55	2,447	2,502	17,067	19,569

1 KSI = Killed or seriously injured

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RAS30036

Casualties resulting from reported personal injury road accidents, by age and severity, Great Britain, 1979-2010

Number of casualties

Adult (16+)

Year	Killed	Seriously injured	KSI ¹	Slightly injured	All casualties
1979	5,712	68,190	73,902	202,340	276,242
1980	5,415	66,906	72,321	198,062	270,383
1981	5,269	66,714	71,983	198,100	270,083
1982	5,381	68,108	73,489	207,339	280,828
1983	4,826	59,152	63,978	190,570	254,548
1984	4,973	61,157	66,130	201,671	267,801
1985	4,647	59,721	64,368	200,085	264,453
1986	4,926	58,542	63,468	207,137	270,605
1987	4,653	54,516	59,169	203,430	262,599
1988	4,565	53,945	58,510	213,865	272,375
1989	4,906	53,648	58,554	230,791	289,345
1990	4,765	50,958	55,723	232,534	288,257
1991	4,169	43,289	47,458	215,144	262,602
1992	3,908	41,144	45,052	216,056	261,108
1993	3,493	37,652	41,145	216,742	257,887
1994	3,320	38,552	41,872	221,960	263,832
1995	3,330	37,866	41,196	219,477	260,673
1996	3,304	37,085	40,389	229,597	269,986
1997	3,344	36,119	39,463	238,193	277,656
1998	3,213	34,315	37,528	238,393	275,921
1999	3,183	32,914	36,097	234,947	271,044
2000	3,211	32,382	35,593	237,129	272,722
2001	3,199	31,559	34,758	232,170	266,928
2002	3,221	30,846	34,067	226,169	260,236
2003	3,320	29,095	32,415	218,477	250,892
2004	3,037	26,790	29,827	212,539	242,366
2005	3,051	25,031	28,082	207,339	235,421
2006	2,994	25,057	28,051	198,442	226,493
2007	2,817	24,285	27,102	190,872	217,974
2008	2,413	22,898	25,311	178,271	203,582
2009	2,141	21,758	23,899	173,685	197,584
2010	1,795	19,891	21,686	163,453	185,139

1 KSI = Killed or seriously injured

Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010>

RAS30036

Casualties resulting from reported personal injury road accidents, by age and severity, Great Britain, 1979-2010

Number of casualties

All Casualties²

Year	Killed	Seriously injured	KSI ¹	Slightly injured	All casualties
1979	6,352	80,544	86,896	247,617	334,513
1980	5,953	78,906	84,859	241,873	326,732
1981	5,846	78,259	84,105	240,735	324,840
1982	5,937	79,745	85,682	248,649	334,331
1983	5,445	70,623	76,068	232,516	308,584
1984	5,599	73,059	78,658	245,656	324,314
1985	5,165	70,980	76,145	241,379	317,524
1986	5,385	68,757	74,142	247,347	321,489
1987	5,125	64,293	69,418	242,055	311,473
1988	5,052	63,491	68,543	253,762	322,305
1989	5,373	63,158	68,531	273,061	341,592
1990	5,217	60,441	65,658	275,483	341,141
1991	4,568	51,618	56,186	255,182	311,368
1992	4,229	49,256	53,485	257,268	310,753
1993	3,814	45,020	48,834	257,301	306,135
1994	3,650	46,540	50,190	265,169	315,359
1995	3,621	45,533	49,154	261,533	310,687
1996	3,598	44,499	48,097	272,481	320,578
1997	3,599	42,984	46,583	281,220	327,803
1998	3,421	40,834	44,255	280,957	325,212
1999	3,423	39,122	42,545	277,765	320,310
2000	3,409	38,155	41,564	278,719	320,283
2001	3,450	37,110	40,560	272,749	313,309
2002	3,431	35,976	39,407	263,198	302,605
2003	3,508	33,707	37,215	253,392	290,607
2004	3,221	31,130	34,351	246,489	280,840
2005	3,201	28,954	32,155	238,862	271,017
2006	3,172	28,673	31,845	226,559	258,404
2007	2,946	27,774	30,720	217,060	247,780
2008	2,538	26,034	28,572	202,333	230,905
2009	2,222	24,690	26,912	195,234	222,146
2010	1,850	22,660	24,510	184,138	208,648

1 KSI = Killed or seriously injured

2 Includes cases where age of the casualty was not reported

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The figures in this table are National Statistics

Department for Transport statistics

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RAS30037

Reported casualties in accidents, by journey purpose and casualty type, Great Britain, 2005-2010

	Number of casualties					
	2005	2006	2007	2008	2009	2010
Driving as part of work						
Driver/rider driving as part of work						
Killed	168	152	158	132	95	96
Seriously injured	1,645	1,812	1,858	1,646	1,433	1,382
Slightly injured	19,198	20,805	20,249	18,323	16,864	16,305
All casualties	21,011	22,769	22,265	20,101	18,392	17,783
Passenger of driver/rider driving for work						
Killed	37	40	47	34	32	20
Seriously injured	633	700	706	642	602	541
Slightly injured	10,463	10,946	10,536	10,076	9,419	9,079
All casualties	11,133	11,686	11,289	10,752	10,053	9,640
Other casualty in accident involving a driver/rider driving for work						
Killed	645	666	685	582	465	424
Seriously injured	3,734	4,110	4,109	3,862	3,421	3,358
Slightly injured	26,879	28,128	27,380	25,126	23,797	23,484
All casualties	31,258	32,904	32,174	29,570	27,683	27,266
All casualties in accidents involving a driver/rider driving for work						
Killed	850	858	890	748	592	540
Seriously injured	6,012	6,622	6,673	6,150	5,456	5,281
Slightly injured	56,540	59,879	58,165	53,525	50,080	48,868
All casualties	63,402	67,359	65,728	60,423	56,128	54,689
Commuting to/from work						
Driver/rider commuting to/from work						
Killed	199	167	182	133	143	106
Seriously injured	1,899	1,940	1,882	1,834	1,738	1,629
Slightly injured	18,086	17,613	16,897	15,759	14,438	14,441
All casualties	20,184	19,720	18,961	17,726	16,319	16,176
Passenger of driver/rider commuting to/from work						
Killed	15	17	14	12	6	9
Seriously injured	170	141	142	127	128	108
Slightly injured	2,344	2,191	1,977	1,779	1,651	1,686
All casualties	2,529	2,349	2,133	1,918	1,785	1,803
Other casualty in accident involving a driver/rider commuting to/from work						
Killed	134	143	156	130	92	89
Seriously injured	1,333	1,354	1,330	1,217	1,092	1,081
Slightly injured	9,571	9,442	9,077	8,345	8,026	7,795
All casualties	11,038	10,939	10,563	9,692	9,210	8,965
All casualties in accidents involving a driver/rider commuting to/from work						
Killed	348	327	352	275	241	204
Seriously injured	3,402	3,435	3,354	3,178	2,958	2,818
Slightly injured	30,001	29,246	27,951	25,883	24,115	23,922
All casualties	33,751	33,008	31,657	29,336	27,314	26,944
Travelling to/from school¹						
Driver/rider travelling to/from school						
Killed	8	12	7	9	6	1
Seriously injured	155	113	140	140	143	146
Slightly injured	2,082	2,038	1,869	2,029	1,872	1,745
All casualties	2,245	2,163	2,016	2,178	2,021	1,892
Passenger of driver/rider travelling to/from school						
Killed	4	4	8	2	0	6
Seriously injured	57	41	44	49	47	60
Slightly injured	1,479	1,417	1,256	1,273	1,218	1,168
All casualties	1,540	1,462	1,308	1,324	1,265	1,234
Other casualty in accident involving a driver/rider travelling to/from school						
Killed	8	6	6	15	6	8
Seriously injured	257	207	224	204	197	212
Slightly injured	2,047	1,917	1,759	1,732	1,733	1,690
All casualties	2,312	2,130	1,989	1,951	1,936	1,910
All casualties in accidents involving a driver/rider travelling to/from school						
Killed	20	22	21	26	12	15
Seriously injured	469	361	408	393	387	418
Slightly injured	5,608	5,372	4,884	5,034	4,823	4,603
All casualties	6,097	5,755	5,313	5,453	5,222	5,036

¹ Includes pupils riding to/from school and drivers/riders taking a pupil to/from school.

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RAS30059

Reported road accident casualties by severity: GB 1979-2010

Year	Killed		Killed or seriously injured				All severities	Rate ¹		
	All	of which children	Seriously injured	All	of which children	Slightly injured		Traffic ¹	KSI ²	Slight casualty
1994-98 average	3,578	260	44,078	47,656	6,860	272,272	319,928	276	173	986
1979	6,352	636	80,544	86,896	12,458	247,617	334,513	162	537	1530
1980	5,953	533	78,906	84,859	12,087	241,873	326,732	172	493	1405
1981	5,846	571	78,259	84,105	11,674	240,735	324,840	175	479	1372
1982	5,937	536	79,745	85,682	11,819	248,649	334,331	181	474	1376
1983	5,445	605	70,623	76,068	11,743	232,516	308,584	183	416	1271
1984	5,599	588	73,059	78,658	12,041	245,656	324,314	192	409	1278
1985	5,165	515	70,980	76,145	11,129	241,379	317,524	196	388	1230
1986	5,385	450	68,757	74,142	10,071	247,347	321,489	206	361	1204
1987	5,125	466	64,293	69,418	9,553	242,055	311,473	221	314	1094
1988	5,052	462	63,491	68,543	9,371	253,762	322,305	237	290	1072
1989	5,373	440	63,158	68,531	9,405	273,061	341,592	256	268	1066
1990	5,217	417	60,441	65,658	9,287	275,483	341,141	259	254	1066
1991	4,568	377	51,618	56,186	8,061	255,182	311,368	259	217	985
1992	4,229	310	49,256	53,485	7,744	257,268	310,753	259	206	993
1993	3,814	306	45,020	48,834	6,976	257,301	306,135	259	189	995
1994	3,650	299	46,540	50,190	7,525	265,169	315,359	264	190	1003
1995	3,621	270	45,533	49,154	7,253	261,533	310,687	270	182	970
1996	3,598	270	44,499	48,097	6,989	272,481	320,578	277	174	985
1997	3,599	255	42,984	46,583	6,452	281,220	327,803	282	165	996
1998	3,421	206	40,834	44,255	6,079	280,957	325,212	287	154	978
1999	3,423	221	39,122	42,545	5,699	277,765	320,310	293	145	949
2000	3,409	191	38,155	41,564	5,202	278,719	320,283	293	142	952
2001	3,450	219	37,110	40,560	4,988	272,749	313,309	297	136	917
2002	3,431	179	35,976	39,407	4,596	263,198	302,605	305	129	863
2003	3,508	171	33,707	37,215	4,100	253,392	290,607	308	121	824
2004	3,221	166	31,130	34,351	3,905	246,489	280,840	312	110	789
2005	3,201	141	28,954	32,155	3,472	238,862	271,017	313	103	763
2006	3,172	169	28,673	31,845	3,294	226,559	258,404	318	100	712
2007	2,946	121	27,774	30,720	3,090	217,060	247,780	321	96	675
2008	2,538	124	26,034	28,572	2,807	202,333	230,905	319	90	634
2009	2,222	81	24,690	26,912	2,671	195,234	222,146	316	85	617
2010	1,850	55	22,660	24,510	2,502	184,138	208,648	311	79	592

¹ Traffic in billion vehicle miles; rates per billion vehicle miles, rounded to the nearest whole number.

Source: DfT STATS19, DfT National Road Traffic Survey

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² Killed or seriously injured.

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RAS30060

Reported fatalities by road user type: GB 1979-2010

	Pedestrians	Pedal cyclists	Motorcycle users	Car users	Bus/coach users	Other road users	All road users	
							All	of which children
1994-98 average	1,008	186	467	1,762	20	135	3,578	260
1979	2,118	320	1,160	2,429	34	291	6,352	636
1980	1,941	302	1,163	2,278	29	240	5,953	533
1981	1,874	310	1,131	2,287	20	224	5,846	571
1982	1,869	294	1,091	2,443	33	207	5,937	536
1983	1,914	323	963	2,019	38	188	5,445	605
1984	1,868	345	967	2,179	37	203	5,599	588
1985	1,789	286	796	2,061	32	201	5,165	515
1986	1,841	271	762	2,233	24	254	5,385	450
1987	1,703	280	723	2,206	15	198	5,125	466
1988	1,753	227	670	2,142	17	243	5,052	462
1989	1,706	294	683	2,426	20	244	5,373	440
1990	1,694	256	659	2,371	19	218	5,217	417
1991	1,496	242	548	2,053	25	204	4,568	377
1992	1,347	204	469	1,978	19	212	4,229	310
1993	1,241	186	427	1,760	35	165	3,814	306
1994	1,124	172	444	1,764	21	125	3,650	299
1995	1,038	213	445	1,749	35	141	3,621	270
1996	997	203	440	1,806	11	141	3,598	270
1997	973	183	509	1,795	14	125	3,599	255
1998	906	158	498	1,696	18	145	3,421	206
1999	870	172	547	1,687	11	136	3,423	221
2000	857	127	605	1,665	15	140	3,409	191
2001	826	138	583	1,749	14	140	3,450	219
2002	775	130	609	1,747	19	151	3,431	179
2003	774	114	693	1,769	11	147	3,508	171
2004	671	134	585	1,671	20	140	3,221	166
2005	671	148	569	1,675	9	129	3,201	141
2006	675	146	599	1,612	19	121	3,172	169
2007	646	136	588	1,432	12	132	2,946	121
2008	572	115	493	1,257	6	95	2,538	124
2009	500	104	472	1,059	14	73	2,222	81
2010	405	111	403	835	9	87	1,850	55

The figures in this table are National Statistics

Source: DfT STATS19, DfT National Road Traffic Survey

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RAS30061

Reported killed or seriously injured casualties by road user type: GB 1979-2010

	Pedestrians	Pedal cyclists	Motorcycle users	Car users	Bus/coach users	Other road users	All road users
1994-98 average	11,669	3,732	6,475	23,254	716	1,810	47,656
1979	20,447	5,240	21,277	34,963	1,071	3,898	86,896
1980	19,035	5,536	22,697	33,241	952	3,398	84,859
1981	18,487	5,504	22,329	33,625	961	3,199	84,105
1982	18,964	5,968	22,689	33,987	962	3,112	85,682
1983	18,779	6,396	20,317	27,046	969	2,561	76,068
1984	19,461	6,595	20,009	28,997	929	2,667	78,658
1985	19,470	5,652	18,173	29,107	1,036	2,707	76,145
1986	19,058	5,252	16,467	29,690	859	2,816	74,142
1987	17,660	5,131	13,896	29,086	826	2,819	69,418
1988	17,880	4,879	12,654	29,346	892	2,892	68,543
1989	17,474	5,130	12,488	29,684	835	2,920	68,531
1990	17,360	4,600	11,121	29,120	807	2,650	65,658
1991	15,024	4,189	8,502	25,395	725	2,351	56,186
1992	14,195	3,992	7,338	25,124	655	2,181	53,485
1993	12,663	3,797	6,882	22,833	725	1,934	48,834
1994	12,930	4,001	6,666	23,892	815	1,886	50,190
1995	12,297	3,967	6,615	23,461	836	1,978	49,154
1996	11,612	3,789	6,208	24,048	695	1,745	48,097
1997	11,026	3,592	6,446	23,191	601	1,727	46,583
1998	10,481	3,312	6,442	21,676	631	1,713	44,255
1999	9,825	3,176	6,908	20,368	611	1,657	42,545
2000	9,498	2,770	7,374	19,719	578	1,625	41,564
2001	9,064	2,678	7,305	19,424	562	1,527	40,560
2002	8,631	2,450	7,500	18,728	551	1,547	39,407
2003	7,933	2,411	7,652	17,291	500	1,428	37,215
2004	7,478	2,308	6,648	16,144	488	1,285	34,351
2005	7,129	2,360	6,508	14,617	363	1,178	32,155
2006	7,051	2,442	6,484	14,254	426	1,188	31,845
2007	6,924	2,564	6,737	12,967	455	1,073	30,720
2008	6,642	2,565	6,049	11,968	432	916	28,572
2009	6,045	2,710	5,822	11,112	370	853	26,912
2010	5,605	2,771	5,183	9,749	401	801	24,510

The figures in this table are National Statistics

Source: DfT STATS19, DfT National Road Traffic Survey

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RAS30062

Reported children killed or seriously injured by road user type: GB 1979-2010

					Children (Aged 0 - 15)						
	Pedestrians	Pedal cyclists	Car users	Other road users	Males	Females	Age 0-4	Age 5-8	Age 9-11	Age 12-15	All
1994-98 average	4,167	1,129	1,303	261	4,402	2,457	888	1,657	1,592	2,722	6,860
1979	7,794	2,445	1,621	598	8,136	4,317	1,464	3,610	2,827	4,557	12,458
1980	7,318	2,525	1,670	574	7,986	4,098	1,351	3,245	2,825	4,666	12,087
1981	6,982	2,457	1,649	586	7,600	4,072	1,286	3,038	2,729	4,621	11,674
1982	7,140	2,417	1,681	581	7,699	4,120	1,345	2,774	2,887	4,813	11,819
1983	7,167	2,683	1,431	462	7,841	3,902	1,403	2,725	2,741	4,874	11,743
1984	7,319	2,667	1,543	512	7,954	4,087	1,435	2,856	2,722	5,028	12,041
1985	7,131	2,025	1,533	440	7,306	3,822	1,429	2,766	2,404	4,530	11,129
1986	6,459	1,643	1,592	377	6,640	3,429	1,290	2,579	2,163	4,039	10,071
1987	5,887	1,757	1,570	339	6,311	3,242	1,277	2,553	1,988	3,735	9,553
1988	5,897	1,576	1,596	302	6,113	3,257	1,339	2,459	2,004	3,569	9,371
1989	5,836	1,623	1,598	348	6,147	3,257	1,342	2,450	2,015	3,598	9,405
1990	5,914	1,490	1,600	283	5,962	3,325	1,363	2,502	2,136	3,286	9,287
1991	5,097	1,345	1,371	248	5,191	2,870	1,211	2,150	1,815	2,885	8,061
1992	4,901	1,195	1,404	244	4,926	2,817	1,141	2,042	1,773	2,788	7,744
1993	4,231	1,146	1,301	298	4,433	2,543	1,010	1,694	1,516	2,756	6,976
1994	4,610	1,234	1,378	303	4,784	2,741	993	1,901	1,684	2,947	7,525
1995	4,400	1,249	1,324	280	4,665	2,588	968	1,727	1,648	2,910	7,253
1996	4,132	1,231	1,329	297	4,493	2,496	831	1,703	1,606	2,849	6,989
1997	3,954	1,016	1,271	211	4,221	2,231	826	1,510	1,578	2,538	6,452
1998	3,737	915	1,215	212	3,849	2,230	823	1,446	1,446	2,364	6,079
1999	3,457	950	1,056	236	3,621	2,078	718	1,384	1,350	2,247	5,699
2000	3,226	758	1,003	215	3,338	1,864	600	1,148	1,272	2,182	5,202
2001	3,144	674	938	232	3,268	1,718	531	1,060	1,216	2,181	4,988
2002	2,828	594	939	235	3,009	1,584	502	979	1,043	2,072	4,596
2003	2,381	595	885	239	2,699	1,400	489	853	908	1,850	4,100
2004	2,339	577	759	230	2,562	1,343	408	749	785	1,963	3,905
2005	2,134	527	595	216	2,233	1,238	382	656	774	1,660	3,472
2006	2,025	503	596	170	2,107	1,187	378	627	653	1,636	3,294
2007	1,899	522	526	143	2,007	1,083	372	540	689	1,489	3,090
2008	1,784	417	490	116	1,818	986	347	543	619	1,298	2,807
2009	1,660	458	463	90	1,757	914	314	512	584	1,261	2,671
2010	1,646	398	360	98	1,628	874	324	504	595	1,079	2,502

The figures in this table are National Statistics

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RAS30063

Reported slightly injured casualties by road user type: GB 1979-2010

	Pedestrians	Rate ¹	Pedal cyclists	Rate ²	Motorcycle users	Rate ²	Car users	Rate ²	All road users ³	Rate ⁴
1994-98 average	34,874	3,143	20,653	8,199	17,547	7,295	180,034	808	272,272	986
1979	46,267	..	18,405	6,467	45,878	11,555	114,548	915	247,617	1,530
1980	44,264	..	19,252	6,087	48,141	10,101	110,276	825	241,873	1,405
1981	42,263	..	19,802	5,848	46,800	8,491	112,692	826	240,735	1,372
1982	42,458	..	22,170	5,584	49,242	8,595	115,917	821	248,649	1,376
1983	42,895	..	24,180	6,099	44,177	8,597	103,379	720	232,516	1,271
1984	44,013	..	24,344	6,141	43,812	8,694	114,627	756	245,656	1,278
1985	41,920	..	21,346	5,669	38,419	8,389	120,345	773	241,379	1,230
1986	41,819	..	20,878	6,154	35,818	8,153	129,516	788	247,347	1,204
1987	39,793	..	21,063	5,906	31,905	7,652	130,382	737	242,055	1,094
1988	40,963	..	20,970	6,453	30,182	8,055	141,359	745	253,762	1,072
1989	42,606	..	23,383	7,223	30,142	8,161	155,004	753	273,061	1,066
1990	42,870	..	21,822	6,689	27,927	8,070	161,438	774	275,483	1,066
1991	39,006	..	20,628	6,424	22,249	6,637	153,988	739	255,182	985
1992	37,417	..	20,777	7,065	19,553	6,951	160,538	764	257,268	993
1993	35,465	..	20,290	8,149	18,212	7,782	164,646	784	257,301	995
1994	35,765	3,172	20,838	8,350	17,688	7,540	171,262	799	265,169	1,003
1995	34,786	3,058	20,978	8,151	16,909	7,257	170,566	782	261,533	970
1996	34,838	3,145	20,795	8,209	16,925	7,245	181,288	811	272,481	985
1997	34,575	3,286	21,044	8,298	18,046	7,331	188,257	828	281,220	996
1998	34,405	3,064	19,611	7,982	18,168	7,116	188,798	820	280,957	978
1999	33,063	3,057	19,664	7,758	19,284	6,904	185,367	790	277,765	949
2000	32,535	2,995	17,842	6,900	20,838	7,333	187,080	799	278,719	952
2001	31,513	2,914	16,436	6,244	21,505	7,187	183,378	771	272,749	917
2002	30,153	2,649	14,657	5,342	20,853	6,606	178,697	732	263,198	863
2003	28,472	2,447	14,622	5,215	20,759	5,958	171,051	700	253,392	824
2004	27,403	2,321	14,340	5,495	18,993	5,929	167,714	678	246,489	789
2005	26,152	2,268	14,201	5,160	18,316	5,427	163,685	663	238,862	763
2006	23,931	2,027	13,754	4,776	16,842	5,215	156,746	627	226,559	712
2007	23,267	2,065	13,631	5,166	16,722	4,816	148,466	591	217,060	675
2008	21,840	1,896	13,732	4,659	15,501	4,852	137,220	550	202,333	634
2009	20,842	1,771	14,354	4,663	14,881	4,579	132,300	531	195,234	617
2010	20,240	1,873	14,414	4,627	13,503	4,623	123,456	506	184,138	592

1 Rate per billion miles walked.

2 Rate per billion vehicle miles.

3 Includes other vehicles.

4 Rate per billion vehicle miles (excluding distance walked).

The figures in this table are National Statistics

Source: DfT STATS19, DfT National Road Traffic Survey

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Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010/>

RAS30064

Reported pedestrian casualties by age: GB 1979-2010

	Children (0-15)				Adults (16-59)				Adults (60+)				All ¹				Casualty rate per million population		
	Killed	Serious	Slight	All	Killed	Serious	Slight	All	Killed	Serious	Slight	All	Killed	Serious	Slight	All	KSI	Slight	All
1994-98 average	133	4,034	14,382	18,548	398	4,318	15,016	19,732	471	2,142	4,491	7,104	1,008	10,662	34,874	46,543	207	617	824
1979	396	7,398	20,167	27,961	706	6,646	17,825	25,177	1,015	4,167	6,593	11,775	2,118	18,329	46,267	66,714	374	846	1219
1980	329	6,989	19,209	26,527	604	5,971	16,707	23,282	1,005	3,999	6,753	11,757	1,941	17,094	44,264	63,299	347	808	1155
1981	341	6,641	18,375	25,357	582	5,941	15,948	22,471	947	3,912	6,334	11,193	1,874	16,613	42,263	60,750	337	771	1108
1982	329	6,811	18,311	25,451	641	6,222	16,721	23,584	887	3,975	6,412	11,274	1,869	17,095	42,458	61,422	346	776	1122
1983	396	6,771	18,507	25,674	614	6,155	17,079	23,848	896	3,836	6,436	11,168	1,914	16,865	42,895	61,674	343	783	1126
1984	357	6,962	19,141	26,460	610	6,534	17,494	24,638	879	3,955	6,458	11,292	1,868	17,593	44,013	63,474	355	802	1157
1985	323	6,808	17,889	25,020	595	6,778	17,099	24,472	869	3,866	6,060	10,795	1,789	17,681	41,920	61,390	354	762	1116
1986	279	6,180	16,937	23,396	659	6,904	17,741	25,304	902	3,949	6,212	11,063	1,841	17,217	41,819	60,877	346	759	1105
1987	264	5,623	15,620	21,507	582	6,626	17,526	24,734	853	3,502	5,925	10,280	1,703	15,957	39,793	57,453	320	721	1040
1988	282	5,615	15,942	21,839	589	6,690	17,951	25,230	865	3,637	6,276	10,778	1,753	16,127	40,963	58,843	323	740	1063
1989	254	5,582	16,318	22,154	597	6,422	18,884	25,903	842	3,599	6,476	10,917	1,706	15,768	42,606	60,080	315	768	1083
1990	242	5,672	16,946	22,860	595	6,377	18,649	25,621	839	3,417	6,441	10,697	1,694	15,666	42,870	60,230	312	770	1082
1991	225	4,872	15,611	20,708	509	5,387	16,633	22,529	754	3,083	5,863	9,700	1,496	13,528	39,006	54,030	269	699	968
1992	180	4,721	15,223	20,124	485	5,166	15,880	21,531	678	2,796	5,349	8,823	1,347	12,848	37,417	51,612	254	669	922
1993	165	4,066	14,019	18,250	440	4,597	15,295	20,332	632	2,591	5,195	8,418	1,241	11,422	35,465	48,128	226	632	858
1994	160	4,450	14,653	19,263	427	4,666	15,106	20,199	526	2,495	4,909	7,930	1,124	11,806	35,765	48,695	230	636	866
1995	132	4,268	14,190	18,590	386	4,516	14,931	19,833	511	2,303	4,531	7,345	1,038	11,259	34,786	47,083	218	617	835
1996	131	4,001	14,378	18,510	400	4,338	15,170	19,908	458	2,104	4,357	6,919	997	10,615	34,838	46,450	206	617	822
1997	138	3,816	14,453	18,407	398	4,140	14,911	19,449	437	1,950	4,387	6,774	973	10,053	34,575	45,601	195	610	805
1998	103	3,634	14,234	17,971	381	3,930	14,962	19,273	422	1,859	4,273	6,554	906	9,575	34,405	44,886	185	606	790
1999	107	3,350	13,419	16,876	382	3,760	14,598	18,740	378	1,701	3,987	6,066	870	8,955	33,063	42,888	172	580	752
2000	107	3,119	12,958	16,184	384	3,700	14,565	18,649	366	1,662	3,804	5,832	857	8,641	32,535	42,033	166	569	735
2001	107	3,037	12,675	15,819	382	3,504	14,104	17,990	330	1,529	3,614	5,473	826	8,238	31,513	40,577	158	549	707
2002	79	2,749	11,403	14,231	381	3,562	14,094	18,037	307	1,394	3,520	5,221	775	7,856	30,153	38,784	150	523	673
2003	74	2,307	10,163	12,544	388	3,425	13,672	17,485	307	1,302	3,437	5,046	774	7,159	28,472	36,405	137	492	629
2004	77	2,262	9,895	12,234	323	3,203	13,256	16,782	266	1,213	3,143	4,622	671	6,807	27,403	34,881	129	471	600
2005	63	2,071	9,116	11,250	337	3,082	12,877	16,296	267	1,161	3,001	4,429	671	6,458	26,152	33,281	122	447	569
2006	71	1,954	8,106	10,131	334	3,121	12,060	15,515	268	1,171	2,820	4,259	675	6,376	23,931	30,982	120	407	526
2007	57	1,842	7,628	9,527	304	3,093	11,965	15,362	281	1,222	2,811	4,314	646	6,278	23,267	30,191	117	393	510
2008	57	1,727	6,864	8,648	272	3,003	11,557	14,832	243	1,206	2,732	4,181	572	6,070	21,840	28,482	111	366	478
2009	37	1,623	6,323	7,983	256	2,678	11,317	14,251	207	1,154	2,636	3,997	500	5,545	20,842	26,887	101	347	448
2010	26	1,620	6,283	7,929	224	2,475	11,019	13,718	155	1,020	2,427	3,602	405	5,200	20,240	25,845	93	335	427

¹ Includes cases where age not reported.

The figures in this table are National Statistics

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<http://assets.dft.gov.uk/statistics/releases/reported-road-casualties-gb-main-results-2010/reported-road-casualties-gb-main-results-2010-definitions.pdf>

Source: DfT STATS19, ONS

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Department for Transport statistics

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RAS30065

Reported pedal cyclist casualties: GB 1979-2010

	Killed	Serious	Slight	Total	Pedal cycle traffic ¹	Casualty rate ²		
						KSI	Slight	All
1994-98 average	186	3546	20653	24385	2.52	1482	8199	9680
1979	320	4,920	18,405	23,645	2.85	1,841	6,467	8,309
1980	302	5,234	19,252	24,788	3.16	1,750	6,087	7,837
1981	310	5,194	19,802	25,306	3.39	1,626	5,848	7,474
1982	294	5,674	22,170	28,138	3.97	1,503	5,584	7,087
1983	323	6,073	24,180	30,576	3.96	1,613	6,099	7,713
1984	345	6,250	24,344	30,939	3.96	1,664	6,141	7,804
1985	286	5,366	21,346	26,998	3.77	1,501	5,669	7,170
1986	271	4,981	20,878	26,130	3.39	1,548	6,154	7,702
1987	280	4,851	21,063	26,194	3.57	1,439	5,906	7,344
1988	227	4,652	20,970	25,849	3.25	1,501	6,453	7,954
1989	294	4,836	23,383	28,513	3.24	1,585	7,223	8,808
1990	256	4,344	21,822	26,422	3.26	1,410	6,689	8,099
1991	242	3,947	20,628	24,817	3.21	1,304	6,424	7,728
1992	204	3,788	20,777	24,769	2.94	1,357	7,065	8,422
1993	186	3,611	20,290	24,087	2.49	1,525	8,149	9,674
1994	172	3,829	20,838	24,839	2.50	1,603	8,350	9,953
1995	213	3,754	20,978	24,945	2.57	1,541	8,151	9,693
1996	203	3,586	20,795	24,584	2.53	1,496	8,209	9,705
1997	183	3,409	21,044	24,636	2.54	1,416	8,298	9,714
1998	158	3,154	19,611	22,923	2.46	1,348	7,982	9,330
1999	172	3,004	19,664	22,840	2.53	1,253	7,758	9,011
2000	127	2,643	17,842	20,612	2.59	1,071	6,900	7,971
2001	138	2,540	16,436	19,114	2.63	1,017	6,244	7,262
2002	130	2,320	14,657	17,107	2.74	893	5,342	6,235
2003	114	2,297	14,622	17,033	2.80	860	5,215	6,075
2004	134	2,174	14,340	16,648	2.61	884	5,495	6,379
2005	148	2,212	14,201	16,561	2.75	858	5,160	6,018
2006	146	2,296	13,754	16,196	2.88	848	4,776	5,623
2007	136	2,428	13,631	16,195	2.64	972	5,166	6,138
2008	115	2,450	13,732	16,297	2.95	870	4,659	5,529
2009	104	2,606	14,354	17,064	3.08	880	4,663	5,543
2010	111	2,660	14,414	17,185	3.12	889	4,627	5,516

¹ Billion vehicle miles.

² Rate per billion vehicle miles.

The figures in this table are National Statistics

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Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010/>

RAS30066

Reported motorcycle user casualties: GB 1979-2010

	Killed	Serious	Slight	Total	Motorcycle traffic ¹	Casualty rate ²		
						KSI	Slight	All
1994-98 average	467	6,008	17,547	24,023	2.41	2,692	7,295	9,987
1979	1,160	20,117	45,878	67,155	3.97	5,359	11,555	16,913
1980	1,163	21,534	48,141	70,838	4.77	4,762	10,101	14,863
1981	1,131	21,198	46,800	69,129	5.51	4,051	8,491	12,543
1982	1,091	21,598	49,242	71,931	5.73	3,960	8,595	12,556
1983	963	19,354	44,177	64,494	5.14	3,954	8,597	12,551
1984	967	19,042	43,812	63,821	5.04	3,971	8,694	12,665
1985	796	17,377	38,419	56,592	4.58	3,968	8,389	12,358
1986	762	15,705	35,818	52,285	4.39	3,748	8,153	11,902
1987	723	13,173	31,905	45,801	4.17	3,333	7,652	10,985
1988	670	11,984	30,182	42,836	3.75	3,377	8,055	11,432
1989	683	11,805	30,142	42,630	3.69	3,381	8,161	11,542
1990	659	10,462	27,927	39,048	3.46	3,214	8,070	11,284
1991	548	7,954	22,249	30,751	3.35	2,536	6,637	9,173
1992	469	6,869	19,553	26,891	2.81	2,609	6,951	9,560
1993	427	6,455	18,212	25,094	2.34	2,941	7,782	10,723
1994	444	6,222	17,688	24,354	2.35	2,842	7,540	10,382
1995	445	6,170	16,909	23,524	2.33	2,839	7,257	10,097
1996	440	5,768	16,925	23,133	2.34	2,657	7,245	9,903
1997	509	5,937	18,046	24,492	2.46	2,619	7,331	9,949
1998	498	5,944	18,168	24,610	2.55	2,523	7,116	9,639
1999	547	6,361	19,284	26,192	2.79	2,473	6,904	9,377
2000	605	6,769	20,838	28,212	2.84	2,595	7,333	9,929
2001	583	6,722	21,505	28,810	2.99	2,441	7,187	9,628
2002	609	6,891	20,853	28,353	3.16	2,376	6,606	8,982
2003	693	6,959	20,759	28,411	3.48	2,196	5,958	8,154
2004	585	6,063	18,993	25,641	3.20	2,075	5,929	8,005
2005	569	5,939	18,316	24,824	3.38	1,928	5,427	7,355
2006	599	5,885	16,842	23,326	3.23	2,008	5,215	7,223
2007	588	6,149	16,722	23,459	3.47	1,940	4,816	6,756
2008	493	5,556	15,501	21,550	3.19	1,893	4,852	6,745
2009	472	5,350	14,881	20,703	3.25	1,792	4,579	6,371
2010	403	4,780	13,503	18,686	2.92	1,775	4,623	6,398

¹ Billion vehicle miles.

² Rate per billion vehicle miles.

The figures in this table are National Statistics

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RAS30067

Reported car user casualties: GB 1979-2010

	Drivers				Passengers				All				Car traffic ¹	Casualty rate ²		
	Killed	Serious	Slight	Total	Killed	Serious	Slight	Total	Killed	Serious	Slight	Total		KSI	Slight	All
1994-98 average	1,128	13,506	113,324	127,958	634	7,985	66,710	75,329	1,762	21,492	180,034	203,288	223	104	808	913
1979	1,479	18,491	62,666	82,636	950	14,043	51,882	66,875	2,429	32,534	114,548	149,511	125	279	915	1194
1980	1,339	17,593	60,861	79,793	939	13,370	49,415	63,724	2,278	30,963	110,276	143,517	134	249	825	1074
1981	1,346	17,803	61,930	81,079	941	13,535	50,762	65,238	2,287	31,338	112,692	146,317	136	247	826	1073
1982	1,472	17,990	64,811	84,273	971	13,554	51,106	65,631	2,443	31,544	115,917	149,904	141	241	821	1061
1983	1,198	14,274	57,667	73,139	821	10,753	45,712	57,286	2,019	25,027	103,379	130,425	144	188	720	908
1984	1,237	15,293	64,400	80,930	942	11,525	50,227	62,694	2,179	26,818	114,627	143,624	152	191	756	947
1985	1,253	15,469	67,480	84,202	808	11,577	52,865	65,250	2,061	27,046	120,345	149,452	156	187	773	960
1986	1,340	15,794	74,038	91,172	893	11,663	55,478	68,034	2,233	27,457	129,516	159,206	164	181	788	969
1987	1,327	15,840	74,843	92,010	879	11,040	55,539	67,458	2,206	26,880	130,382	159,468	177	164	737	902
1988	1,280	16,296	82,011	99,587	862	10,908	59,348	71,118	2,142	27,204	141,359	170,705	190	155	745	900
1989	1,498	16,336	91,345	109,179	928	10,922	63,659	75,509	2,426	27,258	155,004	184,688	206	144	753	897
1990	1,432	15,971	95,445	112,848	939	10,778	65,993	77,710	2,371	26,749	161,438	190,558	209	140	774	913
1991	1,261	14,369	93,023	108,653	792	8,973	60,966	70,731	2,053	23,342	153,989	179,384	208	122	739	861
1992	1,228	14,178	97,946	113,352	750	8,968	62,592	72,310	1,978	23,146	160,538	185,662	210	120	764	884
1993	1,099	13,181	101,106	115,386	661	7,892	63,540	72,093	1,760	21,073	164,646	187,479	210	109	784	892
1994	1,102	13,775	106,456	121,333	662	8,353	64,806	73,821	1,764	22,128	171,262	195,154	214	111	799	910
1995	1,086	13,471	106,066	120,623	663	8,241	64,500	73,404	1,749	21,712	170,566	194,027	218	108	782	889
1996	1,146	13,869	113,907	128,922	660	8,373	67,381	76,414	1,806	22,242	181,288	205,336	224	108	811	918
1997	1,171	13,710	119,244	134,125	624	7,686	69,013	77,323	1,795	21,396	188,257	211,448	227	102	828	930
1998	1,134	12,707	120,948	134,789	562	7,273	67,850	75,685	1,696	19,980	188,798	210,474	230	94	820	914
1999	1,082	11,913	119,072	132,067	605	6,768	66,295	73,668	1,687	18,681	185,367	205,735	235	87	790	877
2000	1,087	11,608	121,233	133,928	578	6,446	65,847	72,871	1,665	18,054	187,080	206,799	234	84	799	883
2001	1,164	11,391	119,763	132,318	585	6,284	63,615	70,484	1,749	17,675	183,378	202,802	238	82	771	853
2002	1,146	10,884	116,994	129,024	601	6,097	61,703	68,401	1,747	16,981	178,697	197,425	244	77	732	809
2003	1,169	9,871	112,746	123,786	600	5,651	58,305	64,556	1,769	15,522	171,051	188,342	244	71	700	771
2004	1,106	9,296	111,643	122,045	565	5,177	56,071	61,813	1,671	14,473	167,714	183,858	247	65	678	743
2005	1,109	8,388	110,070	119,567	566	4,554	53,615	58,735	1,675	12,942	163,685	178,302	247	59	663	722
2006	1,066	8,239	105,698	115,003	546	4,403	51,048	55,997	1,612	12,642	156,746	171,000	250	57	627	684
2007	942	7,537	100,621	109,100	490	3,998	47,845	52,333	1,432	11,535	148,466	161,433	251	52	591	643
2008	861	7,106	92,985	100,952	396	3,605	44,235	48,236	1,257	10,711	137,220	149,188	250	48	550	598
2009	700	6,670	88,937	96,307	359	3,383	43,363	47,105	1,059	10,053	132,300	143,412	249	45	531	576
2010	574	5,932	83,281	89,787	261	2,982	40,175	43,418	835	8,914	123,456	133,205	244	40	506	546

1 Billion vehicle miles.

2 Rate per billion vehicle miles.

The figures in this table are National Statistics

Source: DfT STATS19, DfT National Road Traffic Survey

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Department for Transport statistics

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RAS30068

Reported other road user casualties: GB 1979-2010

	Bus and Coach				Bus/Coach traffic ¹	Light goods vehicle				Light goods traffic ¹	Heavy goods vehicle				Heavy goods traffic ¹
	Killed	Serious	Slight	Total		Killed	Serious	Slight	Total		Killed	Serious	Slight	Total	
1994-98 average	20	696	8,883	9,598	3.1	65	950	6,410	7,424	29	53	526	2,760	3,338	16
1979	34	1,037	10,073	11,144	2.1	158	2,359	8,203	10,720	16	108	905	3,116	4,129	12
1980	29	923	9,469	10,421	2.2	140	2,103	7,123	9,366	16	70	780	2,381	3,231	12
1981	20	941	8,925	9,886	2.2	141	2,005	6,965	9,111	16	62	683	2,299	3,044	12
1982	33	929	8,987	9,949	2.2	117	1,937	6,591	8,645	16	67	679	2,266	3,012	11
1983	38	931	9,382	10,351	2.3	102	1,447	5,372	6,921	16	59	675	2,223	2,957	12
1984	37	892	9,544	10,473	2.4	111	1,449	5,872	7,432	17	75	719	2,364	3,158	12
1985	32	1,004	9,215	10,251	2.3	113	1,571	6,703	8,387	18	74	696	2,544	3,314	12
1986	24	835	8,659	9,518	2.3	157	1,626	7,208	8,991	19	83	687	2,550	3,320	13
1987	15	811	8,262	9,088	2.5	111	1,699	7,032	8,842	20	75	705	2,707	3,487	14
1988	17	875	8,609	9,501	2.7	146	1,699	7,824	9,669	22	73	719	2,878	3,670	15
1989	20	815	9,365	10,200	2.8	144	1,683	8,274	10,101	25	82	764	3,217	4,063	16
1990	19	788	9,147	9,954	2.8	129	1,498	8,101	9,728	25	67	705	3,072	3,844	15
1991	25	700	8,150	8,875	3.0	119	1,308	7,246	8,673	26	65	630	2,908	3,603	15
1992	19	636	8,448	9,103	2.9	117	1,191	6,821	8,129	26	70	589	2,667	3,326	15
1993	35	690	8,582	9,307	2.9	91	991	6,338	7,420	26	59	576	2,698	3,333	15
1994	21	794	9,275	10,090	2.9	64	1,037	6,457	7,558	27	41	530	2,799	3,370	15
1995	35	801	8,442	9,278	3.0	69	1,037	6,094	7,200	28	57	578	2,696	3,331	16
1996	11	684	8,650	9,345	3.1	61	928	6,226	7,215	29	63	492	2,690	3,245	16
1997	14	587	8,838	9,439	3.2	64	864	6,548	7,476	30	45	528	2,729	3,302	17
1998	18	613	9,208	9,839	3.3	67	882	6,723	7,672	32	60	500	2,884	3,444	17
1999	11	600	9,641	10,252	3.3	65	802	6,257	7,124	32	52	488	2,944	3,484	17
2000	15	563	9,510	10,088	3.2	66	747	6,194	7,007	33	55	516	3,026	3,597	18
2001	14	548	9,322	9,884	3.2	64	747	6,493	7,304	33	54	446	2,888	3,388	17
2002	19	532	8,454	9,005	3.2	70	710	6,227	7,007	34	63	461	2,654	3,178	18
2003	11	489	8,568	9,068	3.4	72	693	6,132	6,897	36	44	385	2,632	3,061	18
2004	20	468	8,332	8,820	3.2	62	569	5,535	6,166	38	47	359	2,477	2,883	18
2005	9	354	7,557	7,920	3.2	54	533	5,461	6,048	39	55	340	2,448	2,843	18
2006	19	407	6,827	7,253	3.3	52	512	5,350	5,914	40	39	344	2,147	2,530	18
2007	12	443	6,624	7,079	3.4	58	436	4,846	5,340	43	52	311	2,113	2,476	18
2008	6	426	6,497	6,929	3.2	43	402	4,468	4,913	42	23	217	1,690	1,930	18
2009	14	356	5,947	6,317	3.2	36	381	4,326	4,743	41	14	175	1,330	1,519	16
2010	9	392	5,867	6,268	3.2	34	325	4,135	4,494	42	28	184	1,366	1,578	16

¹ Billion vehicle miles.

The figures in this table are National Statistics

Source: DFT STATS19, DFT National Road Traffic Survey

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<http://assets.dft.gov.uk/statistics/releases/reported-road-casualties-gb-main-results-2010/reported-road-casualties-gb-main-results-2010-definitions.pdf>

Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010>

RAS40001

Reported accidents and casualties, population, vehicle population, index of vehicle mileage, by road user type and severity, Great Britain, 1930-2010

Year	Population (millions)	Motor vehicles currently licensed (m'lns)	Index of vehicle traffic ¹ 1949=100		Reported casualties from road accidents							
			Motor traffic	All traffic	Accidents ('000s)	Killed				Injured	All severities	
						Pedestrians	Pedal cyclists ²	M'cycle users ²	Others ³	All	('000s)	('000s)
1930	44.6	2.3	..	..	157	3,722	887	1,832	864	7,305	178	185
1935	45.6	2.6	..	..	196	3,073	1,400	1,277	752	6,502	222	228
1940	46.9	2.3	..	..	..	4,724	1,363	1,270	1,252	8,609	..	..
1945	47.8	2.6	..	..	..	2,602	918	553	1,183	5,256	133	138
1950	49.2	4.4	114	104	167	2,251	805	1,129	827	5,012	196	201
1955	49.6	6.5	166	136	217	2,287	708	1,362	1,169	5,526	262	268
1960	51.0	9.4	242	177	272	2,708	679	1,743	1,840	6,970	341	348
1965	52.9	12.9	350	242	299	3,105	543	1,244	3,060	7,952	390	398
1970	54.1	15.0	431	292	267	2,925	373	761	3,440	7,499	356	363
1975	54.7	17.5	499	337	246	2,344	278	838	2,906	6,366	319	325
1980 ⁴	54.8	19.2	584	394	252	1,941	302	1,163	2,547	5,953	321	327
1981	54.8	19.4	595	402	248	1,874	310	1,131	2,531	5,846	319	325
1982 ⁴	54.8	19.8	611	414	256	1,869	294	1,091	2,683	5,937	328	334
1983	54.8	20.2	620	420	243	1,914	323	963	2,245	5,445	303	309
1984	55.0	20.8	652	441	253	1,868	345	967	2,419	5,599	319	324
1985	55.1	21.2	666	450	246	1,789	286	796	2,294	5,165	312	318
1986 ⁴	55.3	21.7	700	472	248	1,841	271	762	2,511	5,385	316	321
1987	55.4	22.2	754	508	239	1,703	280	723	2,419	5,125	306	311
1988	55.6	23.3	809	544	247	1,753	227	670	2,402	5,052	317	322
1989	55.8	24.2	874	588	261	1,706	294	683	2,690	5,373	336	342
1990	56.0	24.7	884	594	258	1,694	256	659	2,608	5,217	336	341
1991 ⁵	56.2	24.5	886	595	236	1,496	242	548	2,282	4,568	307	311
1992	55.9	24.9	883	592	233	1,347	204	469	2,209	4,229	307	311
1993	56.0	24.8	887	594	229	1,241	186	427	1,960	3,814	302	306
1994	56.2	25.2	907	607	234	1,124	172	444	1,910	3,650	312	315
1995	56.3	25.4	925	619	231	1,038	213	445	1,925	3,621	307	311
1996	56.4	26.3	949	635	236	997	203	440	1,958	3,598	317	321
1997	56.5	27.0	969	648	240	973	183	509	1,934	3,599	324	328
1998	56.6	27.5	987	660	239	906	158	498	1,859	3,421	322	325
1999	56.8	28.4	1,005	672	235	870	172	547	1,834	3,423	317	320
2000	57.0	28.9	1,005	672	234	857	127	605	1,820	3,409	317	320
2001	57.4	29.7	1,021	683	229	826	138	583	1,903	3,450	310	313
2002	57.6	30.6	1,047	700	222	775	130	609	1,917	3,431	299	303
2003	57.8	31.2	1,055	706	214	774	114	693	1,927	3,508	287	291
2004	58.1	32.3	1,073	717	207	671	134	585	1,831	3,221	278	281
2005	58.5	32.9	1,075	719	199	671	148	569	1,813	3,201	268	271
2006	58.8	33.4	1,092	731	189	675	146	599	1,752	3,172	255	258
2007	59.2	34.0	1,104	738	182	646	136	588	1,576	2,946	245	248
2008	59.6	34.2	1,095	733	171	572	115	493	1,358	2,538	228	231
2009	60.0	34.2	1,085	726	164	500	104	472	1,146	2,222	220	222
2010	60.5	34.2	1,067	715	154	405	111	403	931	1,850	207	209

Note: Road accident and casualty data was first collected on a national level in 1926. That year there were 4,886 recorded deaths in some 124,000 accidents. The highest record road death figure was 9,196 in 1941, the highest post WW2 fatality figure was 7,985 in 1966

- 1 Traffic estimates for 1995 onwards have been produced on a new, more accurate basis and are not directly comparable with earlier data.
- 2 Between 1937 and 1977 the figures excluded sidecar passengers and second riders of tandems
- 3 Includes cases where road user type was not reported
- 4 Casualty data has been revised.
- 5 Population figures have been revised by ONS so there is a break in the series at this point

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[Notes & Definitions](#)

Source: DfT STATS19, DfT National Road Traffic Survey, DVLA/DfT, ONS mid-year population estimates
 Last updated: 29 September 2011
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The figures in this table are National Statistics

Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010>

RAS40002

Reported accidents, vehicles and casualties by severity, road class, built-up and non built-up roads, Great Britain, 2010

	Number of accidents/vehicles/casualties					
	Accidents	Vehicles involved	Casualties involved, by severity			
			Killed	Seriously injured	Slightly injured	All severities
Motorways						
Fatal	113	263	118	30	77	225
Serious	668	1,393	..	768	532	1,300
Slight	5,719	12,422	..	..	8,844	8,844
All severities	6,500	14,078	118	798	9,453	10,369
Built-up A roads						
Fatal	354	551	369	61	122	552
Serious	5,758	9,560	..	6,076	1,669	7,745
Slight	42,728	80,810	..	..	56,152	56,152
All severities	48,840	90,921	369	6,137	57,943	64,449
Built-up other roads¹						
Fatal	360	547	370	70	116	556
Serious	8,147	12,885	..	8,508	1,823	10,331
Slight	56,891	101,069	..	..	71,987	71,987
All severities	65,398	114,501	370	8,578	73,926	82,874
All built-up roads²						
Fatal	714	1,098	739	131	238	1,108
Serious	13,905	22,445	..	14,584	3,492	18,076
Slight	99,619	181,879	..	..	128,139	128,139
All severities	114,238	205,422	739	14,715	131,869	147,323
Non built-up A roads						
Fatal	610	1,220	681	267	425	1,373
Serious	3,600	6,561	..	4,161	2,176	6,337
Slight	17,224	33,753	..	..	25,323	25,323
All severities	21,434	41,534	681	4,428	27,924	33,033
Non built-up other roads¹						
Fatal	294	538	312	110	128	550
Serious	2,267	3,719	..	2,609	1,096	3,705
Slight	9,681	16,110	..	..	13,668	13,668
All severities	12,242	20,367	312	2,719	14,892	17,923
All non built-up roads²						
Fatal	904	1,758	993	377	553	1,923
Serious	5,867	10,280	..	6,770	3,272	10,042
Slight	26,905	49,863	..	..	38,991	38,991
All severities	33,676	61,901	993	7,147	42,816	50,956
All speed limits³						
Fatal	1,731	3,119	1,850	538	868	3,256
Serious	20,440	34,118	..	22,122	7,296	29,418
Slight	132,243	244,164	..	..	175,974	175,974
All severities	154,414	281,401	1,850	22,660	184,138	208,648

1 B roads, C roads and unclassified roads: excludes cases where road class was not reported.

2 Excludes motorways.

3 Includes cases where speed limit was not reported.

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[Notes & Definitions](#)

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RAS40003

Reported accidents and casualties by severity, road type and speed limit, Great Britain, 2010

	Number of accidents/casualties							
	Accidents				Casualties			
	Fatal	Serious	Slight	All	Killed	Seriously injured	Slightly injured	All
Roundabout								
Speed limit								
20 mph ¹	0	3	38	41	0	3	44	47
30 mph	14	508	5,941	6,463	14	530	7,620	8,164
40 mph	7	119	1,433	1,559	7	121	1,931	2,059
50 mph	2	41	393	436	2	50	520	572
60 mph	4	131	1,120	1,255	4	133	1,490	1,627
70 mph	2	71	592	665	2	75	771	848
All limits ²	29	873	9,517	10,419	29	912	12,376	13,317
One way street								
Speed limit								
20 mph ¹	0	19	107	126	0	19	119	138
30 mph	13	366	2,552	2,931	13	376	3,100	3,489
40 mph	0	2	39	41	0	2	56	58
50 mph	0	1	10	11	0	1	16	17
60 mph	0	5	39	44	0	6	50	56
All limits ²	13	393	2,747	3,153	13	404	3,341	3,758
Single carriageway								
Speed limit								
20 mph ¹	6	178	1,140	1,324	6	180	1,389	1,575
30 mph	464	10,373	72,577	83,414	480	10,934	94,537	105,951
40 mph	102	1,097	6,022	7,221	108	1,220	9,319	10,647
50 mph	79	462	2,137	2,678	90	556	3,533	4,179
60 mph	637	4,094	16,164	20,895	703	5,058	26,217	31,978
All limits ²	1,288	16,204	98,040	115,532	1,387	17,948	134,995	154,330
Slip road								
Speed limit								
20 mph ¹	0	2	10	12	0	2	10	12
30 mph	3	29	404	436	3	37	545	585
40 mph	1	9	128	138	1	9	181	191
50 mph	0	10	142	152	0	12	224	236
60 mph	2	18	196	216	2	31	297	330
70 mph	4	88	617	709	4	98	943	1,045
All limits ²	10	156	1,497	1,663	10	189	2,200	2,399
Dual carriageway								
Speed limit								
20 mph ¹	0	1	23	24	0	1	26	27
30 mph	50	732	5,713	6,495	52	778	7,863	8,693
40 mph	54	407	3,145	3,606	55	446	4,764	5,265
50 mph	18	214	1,669	1,901	20	248	2,534	2,802
60 mph	15	137	858	1,010	15	151	1,339	1,505
70 mph	253	1,238	8,416	9,907	268	1,494	13,915	15,677
All limits ²	390	2,729	19,824	22,943	410	3,118	30,441	33,969
All roads³								
Speed limit								
20 mph ¹	6	206	1,339	1,551	6	208	1,613	1,827
30 mph	545	12,069	87,647	100,261	563	12,718	114,221	127,502
40 mph	164	1,639	10,788	12,591	171	1,803	16,281	18,255
50 mph	99	730	4,364	5,193	112	869	6,846	7,827
60 mph	658	4,395	18,457	23,510	724	5,391	29,512	35,627
70 mph	259	1,401	9,648	11,308	274	1,671	15,665	17,610
All limits ²	1,731	20,440	132,243	154,414	1,850	22,660	184,138	208,648

1 Includes residential 20 mph zones plus areas where by-laws restrict the speed limit to 20mph.

2 Includes unknown and other speed limits.

3 Includes unknown and other road types.

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RAS40004

Reported accidents, vehicle user and pedestrian casualties by area type and combination of vehicles involved, Great Britain, 2010

Urban areas	Accidents/Casualties											All accidents with three or more vehicles	All accidents with vehs of type 'A'	
	Single vehicle		Two vehicle accidents by vehicle type B											
	No pedestrian	With pedestrian	Pedal cycle	M'cycle & under 50cc	M'cycle over 50cc	Car	Bus or coach	Light goods vehicle	Heavy goods vehicle	Any ¹ other vehicle	All two ² vehicle accidents			
Pedal cycle														
Accidents involving	378	299	71	34	183	11,716	391	876	247	117	13,636	354	14,667	
User casualties	380	73	90	32	146	11,624	357	869	246	115	13,480	378	14,311	
of which: killed	4	0	0	0	0	25	2	3	9	3	42	1	47	
seriously injured	122	8	21	6	16	1,506	60	124	62	15	1,810	79	2,019	
Pedestrians hit by cycles	0	304	1	0	0	11	2	1	0	0	15	0	319	
of which: killed	0	3	0	0	0	0	0	0	0	0	0	0	3	
seriously injured	0	65	0	0	0	1	0	0	0	0	1	0	66	
Motorcycle 50cc and under														
Accidents involving	338	117	34	31	25	1,557	17	99	24	8	1,795	151	2,401	
User casualties	343	26	7	41	19	1,520	16	98	25	7	1,733	144	2,246	
of which: killed	1	0	0	0	0	1	0	0	1	0	2	1	4	
seriously injured	58	3	0	5	4	214	1	15	3	0	242	31	334	
Ped'n's hit by m/cs to 50cc	0	119	0	0	0	6	0	2	0	0	8	1	128	
of which: killed	0	0	0	0	0	0	0	0	0	0	0	0	0	
seriously injured	0	19	0	0	0	0	0	1	0	0	1	1	21	
Motorcycle over 50cc														
Accidents involving	1,175	650	183	25	74	6,753	99	531	120	66	7,852	605	10,282	
User casualties	1,211	205	89	13	101	6,764	94	535	121	63	7,781	600	9,797	
of which: killed	24	2	0	0	1	48	1	8	6	1	65	16	107	
seriously injured	351	22	12	4	16	1,359	13	111	20	9	1,544	173	2,090	
Ped'n's hit by m/cs +50cc	0	675	0	0	1	35	8	1	1	2	48	5	728	
of which: killed	0	8	0	0	0	1	0	0	0	0	1	0	9	
seriously injured	0	117	0	0	0	8	1	0	0	0	9	2	128	
Car														
Accidents involving	4,560	16,698	11,716	1,557	6,753	31,007	1,764	2,955	1,365	822	57,946	8,113	87,317	
User casualties	5,948	288	275	118	532	45,816	959	2,845	1,514	615	52,681	11,851	70,768	
of which: killed	64	1	0	0	0	34	7	5	9	1	56	28	149	
seriously injured	782	27	23	1	22	1,459	50	106	85	28	1,774	494	3,077	
Pedestrians hit by cars	0	17,222	12	0	7	685	66	65	29	39	903	148	18,273	
of which: killed	0	165	0	0	0	19	0	0	0	0	19	4	188	
seriously injured	0	3,383	2	0	1	116	25	13	9	7	173	40	3,596	
Bus or coach														
Accidents involving	2,282	1,235	391	17	99	1,764	65	145	64	42	2,587	283	6,387	
User casualties	2,620	73	61	1	11	1,766	156	189	116	52	2,352	202	5,247	
of which: killed	2	0	1	0	0	1	1	0	0	0	3	0	5	
seriously injured	202	7	1	0	0	65	6	8	4	2	86	2	297	
Pedestrians hit by buses	0	1,254	1	0	0	20	4	1	1	1	28	6	1,288	
of which: killed	0	18	0	0	0	1	1	0	0	0	2	0	20	
seriously injured	0	239	0	0	0	2	1	0	0	0	3	3	245	
Light goods vehicle														
Accidents involving	136	1,119	876	99	531	2,955	145	130	64	39	4,839	1,196	7,290	
User casualties	149	8	12	2	17	1,099	33	160	62	17	1,402	363	1,922	
of which: killed	1	0	0	0	0	0	1	0	1	0	2	0	3	
seriously injured	18	0	0	0	2	36	2	9	5	0	54	16	88	
Pedestrians hit by LGVs	0	1,144	0	0	0	41	5	15	1	1	63	8	1,215	
of which: killed	0	12	0	0	0	0	0	0	1	0	1	0	13	
seriously injured	0	231	0	0	0	10	2	4	0	1	17	2	250	
Heavy goods vehicle														
Accidents involving	66	261	247	24	120	1,365	64	64	29	23	1,936	401	2,664	
User casualties	72	5	3	0	4	155	9	13	27	6	217	74	368	
of which: killed	0	0	0	0	0	0	0	0	0	0	0	0	0	
seriously injured	17	0	0	0	0	7	1	0	2	0	10	3	30	
Pedestrians hit by HGVs	0	268	0	0	0	10	2	2	4	0	18	0	286	
of which: killed	0	32	0	0	0	0	0	0	2	0	2	0	34	
seriously injured	0	68	0	0	0	1	0	0	0	0	1	0	69	
Any other vehicle A ¹														
Accidents involving	97	275	117	8	66	822	42	39	23	38	1,155	255	1,782	
User casualties	105	4	5	2	4	449	20	32	19	40	571	65	745	
of which: killed	3	1	0	0	0	5	1	1	0	0	7	1	12	
seriously injured	29	1	1	0	3	58	2	2	1	4	71	8	109	
Ped'n's hit by these vehs	0	282	1	0	0	12	0	0	1	4	18	3	303	
of which: killed	0	3	0	0	0	0	0	0	0	0	0	0	3	
seriously injured	0	63	1	0	0	1	0	0	0	1	3	3	69	
All vehicles ²														
Accidents involving	9,032	20,666	13,636	1,795	7,852	57,946	2,587	4,839	1,936	1,155	61,600	8,190	99,488	
All vehicle user casualties	10,828	682	13,932	1,901	8,514	76,058	3,840	5,983	2,320	1,446	80,217	13,677	105,404	
of which: killed	99	4	43	2	65	136	15	19	26	12	177	47	327	
seriously injured	1,579	68	1,847	253	1,591	5,019	215	420	190	125	5,591	806	8,044	
Pedestrian casualties	0	21,280	29	8	55	1,038	111	135	51	61	1,101	171	22,552	
of which: killed	0	241	0	0	1	21	2	1	3	0	25	4	270	
seriously injured	0	4,187	4	1	10	196	31	31	10	11	208	51	4,446	

¹ Includes other motor and non-motor vehicles.

² Includes cases where vehicle type was not reported.

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Department for Transport statistics

Accidents Casualties and Safety (<http://www.dft.gov.uk/statistics/releases/reported-road-casualties-gb-annual-report-2010>)

RAS40004

Reported accidents, vehicle user and pedestrian casualties by area type and combination of vehicles involved, Great Britain, 2010

Rural areas	Accidents/Casualties											All accidents with three or more vehicles	All accidents with vehs of type 'A'	
	Single vehicle		Two vehicle accidents by vehicle type B											
	No pedestrian	With pedestrian	Pedal cycle	M'cycle & under 50cc	M'cycle over 50cc	Car	Bus or coach	Light goods vehicle	Heavy goods vehicle	Any ¹ other vehicle	All two ² vehicle accidents			
Pedal cycle														
Accidents involving	161	22	18	7	31	2,195	38	181	89	45	2,605	149	2,937	
User casualties	162	9	25	7	30	2,152	34	179	87	42	2,557	146	2,874	
of which: killed	8	0	0	0	0	28	1	8	9	1	47	9	64	
seriously injured	67	2	11	0	7	425	7	43	25	10	528	44	641	
Pedestrians hit by cycles	0	22	0	0	0	0	0	0	0	0	0	0	22	
of which: killed	0	1	0	0	0	0	0	0	0	0	0	0	1	
seriously injured	0	11	0	0	0	0	0	0	0	0	0	0	11	
Motorcycle 50cc and under														
Accidents involving	191	10	7	8	8	409	6	26	13	6	485	38	724	
User casualties	195	0	1	12	7	399	6	26	13	5	471	33	699	
of which: killed	1	0	0	0	0	4	0	0	0	0	4	0	5	
seriously injured	47	0	0	0	5	79	2	7	5	0	98	5	150	
Ped'n's hit by m/cs to 50cc	0	10	0	0	0	0	0	0	0	0	0	0	10	
of which: killed	0	0	0	0	0	0	0	0	0	0	0	0	0	
seriously injured	0	2	0	0	0	0	0	0	0	0	0	0	2	
Motorcycle over 50cc														
Accidents involving	1,728	35	31	8	93	2,825	25	233	114	94	3,423	523	5,709	
User casualties	1,826	15	19	6	151	2,875	27	238	115	91	3,522	581	5,944	
of which: killed	50	0	0	0	8	112	2	8	15	14	159	78	287	
seriously injured	787	0	5	2	49	957	9	90	43	31	1,186	233	2,206	
Ped'n's hit by m/cs +50cc	0	37	0	0	0	6	0	0	1	0	7	1	45	
of which: killed	0	1	0	0	0	0	0	0	0	0	0	0	1	
seriously injured	0	8	0	0	0	2	0	0	0	0	2	1	11	
Car														
Accidents involving	11,641	2,362	2,195	409	2,825	17,490	403	2,166	2,319	703	28,521	6,913	49,437	
User casualties	15,608	80	110	36	430	28,205	332	2,243	2,795	674	34,843	11,906	62,437	
of which: killed	246	0	0	0	3	217	9	21	65	10	325	115	686	
seriously injured	2,102	8	13	2	36	2,171	42	200	283	73	2,822	905	5,837	
Pedestrians hit by cars	0	2,436	1	0	2	145	26	21	14	7	218	65	2,719	
of which: killed	0	72	0	0	0	7	0	0	2	0	9	13	94	
seriously injured	0	551	0	0	1	31	10	6	5	1	55	15	621	
Bus or coach														
Accidents involving	208	71	38	6	25	403	12	33	22	13	552	140	971	
User casualties	412	1	8	0	0	334	23	23	42	15	445	163	1,021	
of which: killed	1	0	0	0	0	2	0	0	0	0	2	1	4	
seriously injured	47	0	1	0	0	32	1	3	3	1	41	7	95	
Pedestrians hit by buses	0	73	0	0	0	6	2	0	0	0	8	0	81	
of which: killed	0	2	0	0	0	0	0	0	0	0	0	0	2	
seriously injured	0	14	0	0	0	2	1	0	0	0	3	0	17	
Light goods vehicle														
Accidents involving	418	190	181	26	233	2,166	33	132	209	37	3,017	1,327	4,952	
User casualties	508	2	2	0	14	1,016	20	181	213	21	1,467	595	2,572	
of which: killed	10	0	0	0	0	6	0	2	7	1	16	5	31	
seriously injured	84	0	0	0	0	62	5	20	24	3	114	39	237	
Pedestrians hit by LGVs	0	195	0	0	0	13	6	4	2	2	27	11	233	
of which: killed	0	10	0	0	0	1	0	0	0	0	1	4	15	
seriously injured	0	41	0	0	0	0	3	2	1	0	6	1	48	
Heavy goods vehicle														
Accidents involving	338	79	89	13	114	2,319	22	209	157	58	2,981	1,041	4,439	
User casualties	363	5	4	0	4	291	4	54	194	20	571	271	1,210	
of which: killed	6	0	1	0	0	2	0	0	10	0	13	9	28	
seriously injured	70	1	1	0	0	15	0	3	28	3	50	33	154	
Pedestrians hit by HGVs	0	80	0	0	0	7	1	4	3	2	17	9	106	
of which: killed	0	13	0	0	0	1	0	2	2	0	5	3	21	
seriously injured	0	21	0	0	0	2	1	1	1	1	6	3	30	
Any other vehicle A ¹														
Accidents involving	107	59	45	6	94	703	13	37	58	37	994	318	1,478	
User casualties	131	2	3	1	11	283	5	21	45	51	421	88	642	
of which: killed	5	0	0	0	1	2	0	0	2	2	7	1	13	
seriously injured	25	0	1	0	3	39	1	5	11	2	62	9	96	
Ped'n's hit by these vehs	0	60	1	0	0	7	0	1	0	0	9	7	76	
of which: killed	0	0	0	0	0	0	0	0	0	0	0	1	1	
seriously injured	0	10	0	0	0	1	0	0	0	0	1	3	14	
All vehicles ²														
Accidents involving	14,792	2,829	2,605	485	3,423	28,521	552	3,017	2,981	994	30,270	7,035	54,926	
All vehicle user casualties	19,205	114	2,704	521	4,018	42,193	873	4,251	3,881	1,289	44,297	13,783	77,399	
of which: killed	327	0	48	4	163	481	14	53	111	33	573	218	1,118	
seriously injured	3,229	11	549	102	1,237	4,431	107	465	444	183	4,901	1,275	9,416	
Pedestrian casualties	0	2,914	2	0	9	257	41	53	34	20	286	93	3,293	
of which: killed	0	99	0	0	0	11	0	3	7	0	15	21	135	
seriously injured	0	658	0	0	3	62	17	13	12	3	73	23	754	

¹ Includes other motor and non-motor vehicles.

² Includes cases where vehicle type was not reported.

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RAS40004

Reported accidents, vehicle user and pedestrian casualties by area type and combination of vehicles involved, Great Britain, 2010

All areas												Accidents/Casualties	
	Single vehicle		Two vehicle accidents by vehicle type B									All accidents with three or more vehicles	All accidents with type 'A'
	No pedestrian	With pedestrian	Pedal cycle	M'cycle & under 50cc	M'cycle over 50cc	Car	Bus or coach	Light goods vehicle	Heavy goods vehicle	Any ¹ other vehicle	All two ² vehicle accidents		
Pedal cycle													
Accidents involving	539	321	89	41	214	13,911	429	1,057	336	162	16,241	503	17,604
User casualties	542	82	115	39	176	13,776	391	1,048	333	157	16,037	524	17,185
of which: killed	12	0	0	0	0	53	3	11	18	4	89	10	111
seriously injured	189	10	32	6	23	1,931	67	167	87	25	2,338	123	2,660
Pedestrians hit by cycles	0	326	1	0	0	11	2	1	0	0	15	0	341
of which: killed	0	4	0	0	0	0	0	0	0	0	0	0	4
seriously injured	0	76	0	0	0	1	0	0	0	0	1	0	77
Motorcycle 50cc and under													
Accidents involving	529	127	41	39	33	1,966	23	125	37	14	2,280	189	3,125
User casualties	538	26	8	53	26	1,919	22	124	38	12	2,204	177	2,945
of which: killed	2	0	0	0	0	5	0	0	1	0	6	1	9
seriously injured	105	3	0	5	9	293	3	22	8	0	340	36	484
Ped'ns hit by m/cs to 50cc	0	129	0	0	0	6	0	2	0	0	8	1	138
of which: killed	0	0	0	0	0	0	0	0	0	0	0	0	0
seriously injured	0	21	0	0	0	0	0	1	0	0	1	1	23
Motorcycle over 50cc													
Accidents involving	2,903	685	214	33	167	9,578	124	764	234	160	11,275	1,128	15,991
User casualties	3,037	220	108	19	252	9,639	121	773	236	154	11,303	1,181	15,741
of which: killed	74	2	0	0	9	160	3	16	21	15	224	94	394
seriously injured	1,138	22	17	6	65	2,316	22	201	63	40	2,730	406	4,296
Ped'ns hit by m/cs +50cc	0	712	0	0	1	41	8	1	2	2	55	6	773
of which: killed	0	9	0	0	0	1	0	0	0	0	1	0	10
seriously injured	0	125	0	0	0	10	1	0	0	0	11	3	139
Car													
Accidents involving	16,201	19,060	13,911	1,966	9,578	48,497	2,167	5,121	3,684	1,525	86,467	15,026	136,754
User casualties	21,556	368	385	154	962	74,021	1,291	5,088	4,309	1,289	87,524	23,757	133,205
of which: killed	310	1	0	0	3	251	16	26	74	11	381	143	835
seriously injured	2,884	35	36	3	58	3,630	92	306	368	101	4,596	1,399	8,914
Pedestrians hit by cars	0	19,658	13	0	9	830	92	86	43	46	1,121	213	20,992
of which: killed	0	237	0	0	0	26	0	0	2	0	28	17	282
seriously injured	0	3,934	2	0	2	147	35	19	14	8	228	55	4,217
Bus or coach													
Accidents involving	2,490	1,306	429	23	124	2,167	77	178	86	55	3,139	423	7,358
User casualties	3,032	74	69	1	11	2,100	179	212	158	67	2,797	365	6,268
of which: killed	3	0	1	0	0	3	1	0	0	0	5	1	9
seriously injured	249	7	2	0	0	97	7	11	7	3	127	9	392
Pedestrians hit by buses	0	1,327	1	0	0	26	6	1	1	1	36	6	1,369
of which: killed	0	20	0	0	0	1	1	0	0	0	2	0	22
seriously injured	0	253	0	0	0	4	2	0	0	0	6	3	262
Light goods vehicle													
Accidents involving	554	1,309	1,057	125	764	5,121	178	262	273	76	7,856	2,523	12,242
User casualties	657	10	14	2	31	2,115	53	341	275	38	2,869	958	4,494
of which: killed	11	0	0	0	0	6	1	2	8	1	18	5	34
seriously injured	102	0	0	0	2	98	7	29	29	3	168	55	325
Pedestrians hit by LGVs	0	1,339	0	0	0	54	11	19	3	3	90	19	1,448
of which: killed	0	22	0	0	0	1	0	0	1	0	2	4	28
seriously injured	0	272	0	0	0	10	5	6	1	1	23	3	298
Heavy goods vehicle													
Accidents involving	404	340	336	37	234	3,684	86	273	186	81	4,917	1,442	7,103
User casualties	435	10	7	0	8	446	13	67	221	26	788	345	1,578
of which: killed	6	0	1	0	0	2	0	0	10	0	13	9	28
seriously injured	87	1	1	0	0	22	1	3	30	3	60	36	184
Pedestrians hit by HGVs	0	348	0	0	0	17	3	6	7	2	35	9	392
of which: killed	0	45	0	0	0	1	0	2	4	0	7	3	55
seriously injured	0	89	0	0	0	3	1	1	1	1	7	3	99
Any other vehicle A ¹													
Accidents involving	204	334	162	14	160	1,525	55	76	81	75	2,149	573	3,260
User casualties	236	6	8	3	15	732	25	53	64	91	992	153	1,387
of which: killed	8	1	0	0	1	7	1	1	2	2	14	2	25
seriously injured	54	1	2	0	6	97	3	7	12	6	133	17	205
Ped'ns hit by these vehs	0	342	2	0	0	19	0	1	1	4	27	10	379
of which: killed	0	3	0	0	0	0	0	0	0	0	0	1	4
seriously injured	0	73	1	0	0	2	0	0	0	1	4	6	83
All vehicles ²													
Accidents involving	23,824	23,495	16,241	2,280	11,275	86,467	3,139	7,856	4,917	2,149	91,870	15,225	154,414
All vehicle user casualties	30,033	796	16,636	2,422	12,532	118,251	4,713	10,234	6,201	2,735	124,514	27,460	182,803
of which: killed	426	4	91	6	228	617	29	72	137	45	750	265	1,445
seriously injured	4,808	79	2,396	355	2,828	9,450	322	885	634	308	10,492	2,081	17,460
Pedestrian casualties	0	24,194	31	8	64	1,295	152	188	85	81	1,387	264	25,845
of which: killed	0	340	0	0	1	32	2	4	10	0	40	25	405
seriously injured	0	4,845	4	1	13	258	48	44	22	14	281	74	5,200

¹ Includes other motor and non-motor vehicles.

² Includes cases where vehicle type was not reported.

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RAS40005

Reported accidents, vehicles and casualties by vehicle type and foreign registration, Great Britain, 2010

		Number of vehicles/accidents/casualties						
		Accidents, by severity			Casualties involved ¹ , by severity			
		Vehicles	Fatal	Fatal and serious	All severities	Killed	KSI ²	All severities
Motorcycles	Foreign registered	128	3	38	125	3	41	141
	UK and foreign reg'd motorcycles	19,534	401	5,257	19,067	419	5,504	21,430
Cars	Foreign registered - LHD	438	5	47	434	6	62	640
	Foreign registered - RHD	279	2	33	234	2	39	354
	All foreign registered	717	7	78	665	8	98	981
	UK and foreign reg'd cars	212,685	1,351	17,972	136,754	1,460	20,122	188,525
Buses or coaches	Foreign registered - LHD	18	0	5	18	0	6	22
	Foreign registered - RHD	11	0	2	11	0	2	13
	All foreign registered	29	0	7	29	0	8	35
	UK and foreign reg'd buses or coaches	7,462	58	916	7,358	64	1,010	10,234
Light goods vehicles	Foreign registered - LHD	41	1	5	40	1	9	57
	Foreign registered - RHD	12	0	2	12	0	2	14
	All foreign registered	53	1	7	52	1	11	71
	UK and foreign reg'd light goods veh's	12,866	163	1,636	12,242	169	1,835	16,941
Heavy goods vehicles	Foreign registered - LHD	594	12	54	588	12	62	770
	Foreign registered - RHD	59	2	10	58	3	11	83
	All foreign registered	653	14	64	646	15	73	853
	UK and foreign reg'd heavy goods veh's	7,615	250	1,233	7,103	263	1,379	9,686
All vehicles ^{3,4}	Foreign registered - LHD	1,102	18	112	1,079	19	141	1,483
	Foreign registered - RHD	366	4	48	311	5	55	463
	Foreign registered - motorcycle	171	3	43	168	3	46	186
	All foreign registered	1,639	24	197	1,542	26	234	2,104
	UK and foreign reg'd vehicles	281,401	1,731	22,171	154,414	1,850	24,510	208,648

Note: LHD = Left Hand Drive, RHD = Right Hand Drive

1 Includes all casualties in accidents involving the relevant vehicle type

2 Killed or seriously injured.

3 Includes other motor and non motor vehicles and cases where vehicle type was unknown

4 Includes cases where there is conflicting data (eg. Motorcycles coded as "left hand drive")

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RAS41001:

Key Outcome Indicators - Strategic Framework for Road Safety: GB

Area/Indicator	2005-09 baseline	2005	2006	2007	2008	2009	2010	2010 Percentage change over:	
								2009	2005 -2009 average
Casualties									
Fatalities									
All	2816	3,201	3,172	2,946	2,538	2,222	1,850	-17%	-34%
Children (0-15)	127	141	169	121	124	81	55	-32%	-57%
Adults (16-59)	2057	2,358	2,305	2,154	1,835	1,632	1,326	-19%	-36%
Elderly (60+)	626	693	689	663	578	509	469	-8%	-25%
- Car occupants	1407	1,675	1,612	1,432	1,257	1,059	835	-21%	-41%
- Motorcyclists	544	569	599	588	493	472	403	-15%	-26%
- Pedal cyclists	130	148	146	136	115	104	111	7%	-14%
- Pedestrians	613	671	675	646	572	500	405	-19%	-34%
In accidents involving HGVs	395	486	419	435	368	268	263	-2%	-33%
In accidents involving LGVs	246	272	280	303	203	174	169	-3%	-31%
- Disadvantage									
									<i>Indicator under development</i>
Serious injuries									
All	27225	28,954	28,673	27,774	26,034	24,690	22,660	-8%	-17%
Children (0-15)	2940	3,331	3,125	2,969	2,683	2,590	2,447	-6%	-17%
Adults (16-59)	20159	21,418	21,347	20,699	19,240	18,093	16,380	-9%	-19%
Elderly (60+)	3646	3,613	3,710	3,586	3,658	3,665	3,511	-4%	-4%
- Car occupants	12984	14,617	14,254	12,967	11,968	11,112	9,749	-12%	-25%
- Motorcyclists	6320	6,508	6,484	6,737	6,049	5,822	5,183	-11%	-18%
- Pedal cyclists	2528	2,360	2,442	2,564	2,565	2,710	2,771	2%	10%
- Pedestrians	6758	7,129	7,051	6,924	6,642	6,045	5,605	-7%	-17%
In accidents involving HGVs	1910	2,271	2,119	2,009	1,712	1,439	1,379	-4%	-28%
In accidents involving LGVs	1908	2,040	2,042	1,971	1,755	1,731	1,666	-4%	-13%
- Disadvantage									
									<i>Indicator under development</i>
Fatality rates per billion vehicle miles ¹									
All	9	10	10	9	8	7	6	-15%	-33%
- Car occupants	6	7	6	6	5	4	3	-19%	-39%
- Motorcyclists	165	169	185	169	154	145	138	-5%	-16%
- Pedal cyclists	45	54	51	52	39	34	36	5%	-22%
- Pedestrian ²	53	58	57	57	50	42	37	-12%	-29%
Fatality rate per million population									
All	48	55	54	50	43	37	31	-17%	-36%
Children (0-15)	11	13	15	11	11	7	5	-32%	-57%
Adults (16-59)	59	68	66	61	52	46	37	-19%	-36%
Elderly (60+)	48	56	55	51	44	38	34	-9%	-29%
- Car occupants	24	29	27	24	21	18	14	-22%	-42%
- Motorcyclists	9	10	10	10	8	8	7	-15%	-27%
- Pedal cyclists	2.2	2.5	2.5	2.3	1.9	1.7	1.8	6%	-16%
- Pedestrians	10	11	11	11	10	8	7	-20%	-35%
Number fatalities and KSI on the English trunk road network ³									
Fatalities	347	408	376	363	340	250	247	-1%	-29%
KSI	2,272	2,609	2,399	2,360	2,053	1,939	1,869	-4%	-18%
Road deaths as percentage of all accidental deaths									
Percentage	23%	25%	26%	24%	22%	18%	n/a	n/a	n/a
Cost of road traffic casualties millions									
	£17,755	£17,854	£18,079	£19,104	£17,920	£15,820	£14,945	-6%	-16%
Road casualties admitted to hospital (England)									
- all admissions	39,824	41,535	40,533	40,327	37,970	38,755	36,184	-7%	-9%
- admissions for 2+ days	17,810	19,700	18,380	18,229	16,540	16,200	14,453	-11%	-19%
Learning to drive									
Number of fatalities and KSIs in collisions involving car drivers (aged 17 -24).									
Fatalities	765	908	899	817	635	564	437	-23%	-43%
KSI	7,516	8,382	8,184	7,828	6,855	6,329	5,297	-16%	-30%
Number of single vehicle accidents involving a young car driver (aged 17-24)									
Fatal 320		367	395	333	257	248	169	-32%	-47%
KSI 11,704		12,693	12,470	11,773	11,123	10,459	8,768	-16%	-25%

Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010/>

RAS41001:

Key Outcome Indicators - Strategic Framework for Road Safety: GB

Area/Indicator	2005-09 baseline	2005	2006	2007	2008	2009	2010	2010 Percentage change over:	
								2009	2005 -2009 average
Number and proportion of new drivers that pass their driving test on the first attempt									
									Indicator under development; DSA data
Number and proportion of new car drivers taking enhanced training within 1 year of taking test (once new post test qualification available)									
									Indicator under development; DSA data
Remedial education									
Number of people taking courses									
Enforcement									
Number & percentage of people killed in collisions with a driver over the legal blood alcohol limit									
Number	460	550	560	410	400	380	250 ⁴	-34%	-46%
Percentage	16%	17%	18%	14%	16%	17%	14% ⁴	-21%	-17%
Number and percentage of people KSI in collisions with a driver over the legal blood alcohol limit									
Number	1,786	2,640	2,530	2,170	2,020	1,870	1,480 ⁴	-21%	-17%
Percentage	7%	8%	8%	7%	7%	7%	6% ⁴	-13%	-19%
Proportion of drivers tested failing a breath test									
	4%	4%	4%	3%	3%	3%	3%	-10%	-15%
Prevalence of drug-drive incidents/collisions									Indicator under development
Percentage of fatalities and KSIs in collisions with 'exceeding the speed limit' or 'travelling too fast for conditions' as a contributory factor									
Fatal	27%	28%	29%	26%	25%	27%	24%	-11%	-9%
KSI	19%	21%	21%	19%	18%	17%	16%	-7%	-14%
Proportion of vehicles exceeding the speed limit									
Car - 30mph	49%	50%	49%	49%	49%	48%	46%	-4%	-6%
Car - motorways (70mph)	53%	56%	54%	53%	49%	52%	49%	-6%	-7%
Motorcycle - 30mph	51%	50%	51%	51%	53%	50%	45%	-12%	-13%
Motorcycle - motorways (70mph)	53%	59%	54%	54%	48%	51%	48%	-6%	-10%
Articulated HGV - single carriageway (40mph)	76%	78%	76%	74%	78%	76%	70%	-8%	-8%
Articulated HGV - dual carriageway (50mph)	84%	86%	83%	83%	86%	83%	83%	0%	-1%
Rigid two axle HGV - 30mph roads	46%	46%	44%	46%	46%	46%	46%	0%	0%
Rigid two axle HGV - 40mph roads	22%	21%	24%	22%	22%	21%	22%	3%	0%
Percentage of car occupants killed who were not wearing a seat belt									
									Indicator under development
Number of motoring offences									
- type of offence									Indicator under development
Vehicle Safety									
Proportion of drivers injured among those involved in collisions by age of car (precise indicator to be developed)									Indicator under development
Perceptions of road safety									
Whether people feel safe walking and cycling									Indicator under development

1 Rates per billion vehicle miles, rounded to the nearest whole number.

2 Rate per billion miles walked.

3 Based on the 2004 Highways Agency network

4 Provisional data

Source: Stats19(DfT), Automatic traffic counters (DfT), Coroner's data, Hospital Episode Statistics (England only), ONS mortality data, ONS population data, DfT National Travel Survey

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<http://assets.dft.gov.uk/statistics/releases/reported-road-casualties-gb-main-results-2010/reported-road-casualties-gb-main-results-2010-definitions.pdf>

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Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010>

RAS41002

Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed and Seriously Injured (KSI) casualties by local authority, England, 2005-2010 and 2005-09 average

Number of casualties/Percentage

Area	2005-09 baseline	2005	2006	2007	2008	2009	2010	2010 Percentage change over:	
								2009	2005 -2009 average
Barking and Dagenham	57	52	67	60	63	45	48	7%	-16%
Barnet	145	146	147	158	136	137	132	-4%	-9%
Barnsley	109	114	116	119	112	83	67	-19%	-38%
Bath and North East Somerset	53	71	64	51	34	43	39	-9%	-26%
Bedford	78	87	80	83	80	60	57	-5%	-27%
Bexley	90	87	103	105	73	82	68	-17%	-24%
Birmingham	476	521	490	514	430	423	417	-1%	-12%
Blackburn with Darwen	73	72	84	62	66	80	60	-25%	-18%
Blackpool	75	76	94	75	62	70	65	-7%	-14%
Bolton	94	125	101	86	82	77	94	22%	0%
Bournemouth	80	68	73	109	80	70	77	10%	-4%
Bracknell Forest	35	35	62	36	21	23	25	9%	-29%
Bradford	248	248	252	255	274	211	208	-1%	-16%
Brent	105	124	107	98	97	101	84	-17%	-20%
Brighton and Hove	157	161	171	164	141	150	136	-9%	-14%
Bristol, City of	156	179	171	192	126	112	130	16%	-17%
Bromley	141	134	163	143	140	127	90	-29%	-36%
Buckinghamshire	281	324	291	326	220	242	221	-9%	-21%
Bury	64	83	58	64	48	66	58	-12%	-9%
Calderdale	112	111	123	100	105	120	81	-33%	-28%
Cambridgeshire	411	458	423	418	372	384	339	-12%	-18%
Camden	125	131	123	105	123	141	112	-21%	-10%
Central Bedfordshire	135	145	137	135	125	135	140	4%	3%
Cheshire East	284	327	274	234	318	268	245	-9%	-14%
Cheshire West and Chester	238	281	270	226	218	197	185	-6%	-22%
City of London	50	43	61	48	51	46	41	-11%	-18%
Cornwall excluding Isles of Scilly	239	261	267	269	209	191	198	4%	-17%
County Durham	216	248	218	215	193	205	184	-10%	-15%
Coventry	114	110	131	107	106	118	90	-24%	-21%
Croydon	141	158	149	158	132	107	87	-19%	-38%
Cumbria	323	427	344	319	276	247	233	-6%	-28%
Darlington	43	41	66	31	34	43	33	-23%	-23%
Derby	110	102	112	104	113	117	91	-22%	-17%
Derbyshire	465	484	472	493	425	449	319	-29%	-31%
Devon	291	320	324	356	268	189	292	54%	0%
Doncaster	145	146	144	128	165	144	149	3%	2%
Dorset	271	270	255	278	294	260	215	-17%	-21%
Dudley	124	132	109	142	122	114	91	-20%	-26%
Ealing	130	127	147	137	113	126	85	-33%	-35%
East Riding of Yorkshire	235	247	227	267	241	195	196	1%	-17%
East Sussex	379	353	393	378	398	373	319	-14%	-16%
Enfield	108	126	135	98	85	97	98	1%	-9%
Essex	840	963	987	884	706	658	662	1%	-21%
Gateshead	82	78	75	85	80	90	82	-9%	0%
Gloucestershire	258	272	268	256	259	236	187	-21%	-28%
Greenwich	117	108	122	130	126	99	104	5%	-11%
Hackney	127	124	117	127	162	103	103	0%	-19%
Halton	54	77	50	44	59	41	41	0%	-24%
Hammersmith and Fulham	109	122	133	103	94	93	74	-20%	-32%
Hampshire	636	613	618	713	587	650	632	-3%	-1%
Haringey	93	94	117	78	80	98	79	-19%	-15%
Harrow	58	76	58	55	52	49	39	-20%	-33%
Hartlepool	35	39	41	43	29	25	28	12%	-21%
Havering	98	83	120	129	84	75	63	-16%	-36%
Herefordshire, County of	119	147	119	133	93	105	61	-42%	-49%
Hertfordshire	500	580	499	550	459	413	407	-1%	-19%

**Reported Killed and Seriously Injured (KSI) casualties by local authority, England,
2005-2010 and 2005-09 average**

Number of casualties/Percentage

Area	2005-09 baseline	2005	2006	2007	2008	2009	2010	2010 Percentage change over:	
								2009	2005 -2009 average
Hillingdon	108	119	110	116	107	88	83	-6%	-23%
Hounslow	114	120	146	103	102	101	97	-4%	-15%
Isle of Wight	79	83	71	72	98	73	82	12%	3%
Isles of Scilly	0	0	0	0	0	0	0	0%	0%
Islington	87	90	81	112	75	77	81	5%	-7%
Kensington and Chelsea	111	113	114	120	113	94	80	-15%	-28%
Kent	697	757	747	723	627	629	545	-13%	-22%
Kingston upon Hull, City of	124	136	138	116	118	113	118	4%	-5%
Kingston upon Thames	61	63	77	49	65	52	46	-12%	-25%
Kirklees	200	210	222	212	198	160	137	-14%	-32%
Knowsley	58	66	56	54	57	56	55	-2%	-5%
Lambeth	176	162	195	185	164	173	156	-10%	-11%
Lancashire	848	912	961	863	801	702	681	-3%	-20%
Leeds	357	352	365	374	371	321	304	-5%	-15%
Leicester	86	69	88	88	97	87	86	-1%	0%
Leicestershire	278	308	302	266	253	263	238	-10%	-15%
Lewisham	125	145	132	124	113	112	108	-4%	-14%
Lincolnshire	411	440	397	424	337	456	462	1%	12%
Liverpool	218	282	230	194	180	204	229	12%	5%
Luton	58	62	55	55	65	52	62	19%	7%
Manchester	222	284	240	207	190	187	166	-11%	-25%
Medway	81	90	80	79	81	73	59	-19%	-27%
Merton	65	71	74	62	64	55	39	-29%	-40%
Middlesbrough	51	63	65	41	47	38	30	-21%	-41%
Milton Keynes	103	122	137	90	86	81	74	-9%	-28%
Newcastle upon Tyne	104	105	110	93	112	102	97	-5%	-7%
Newham	88	80	75	105	88	93	81	-13%	-8%
Norfolk	462	568	498	463	388	395	353	-11%	-24%
North East Lincolnshire	116	133	143	109	102	92	76	-17%	-34%
North Lincolnshire	129	170	108	143	122	100	107	7%	-17%
North Somerset	65	81	77	69	63	34	57	68%	-12%
North Tyneside	58	61	54	67	49	60	43	-28%	-26%
North Yorkshire	641	697	716	716	536	538	491	-9%	-23%
Northamptonshire	448	517	444	452	435	391	297	-24%	-34%
Northumberland	189	202	205	167	185	186	151	-19%	-20%
Nottingham	173	198	183	177	157	148	138	-7%	-20%
Nottinghamshire	516	593	542	518	480	447	417	-7%	-19%
Oldham	78	98	77	79	67	68	79	16%	2%
Oxfordshire	355	339	372	374	343	345	395	14%	11%
Peterborough	112	151	103	105	101	98	95	-3%	-15%
Plymouth	58	53	63	68	62	45	60	33%	3%
Poole	58	70	43	64	63	48	57	19%	-1%
Portsmouth	95	106	93	79	99	97	91	-6%	-4%
Reading	43	31	47	38	46	52	40	-23%	-7%
Redbridge	88	94	98	96	83	69	76	10%	-14%
Redcar and Cleveland	54	49	72	44	58	46	41	-11%	-24%
Richmond upon Thames	74	72	103	76	64	56	72	29%	-3%
Rochdale	71	75	60	78	84	56	47	-16%	-33%
Rotherham	99	93	96	116	97	93	59	-37%	-40%
Rutland	26	26	21	28	30	26	28	8%	7%
Salford	86	84	83	102	92	71	72	1%	-17%
Sandwell	115	103	133	125	104	112	106	-5%	-8%
Sefton	94	94	100	89	100	87	74	-15%	-21%
Sheffield	254	305	270	276	211	210	160	-24%	-37%
Shropshire	172	228	162	173	151	144	125	-13%	-27%
Slough	49	50	52	49	57	35	41	17%	-16%
Solihull	86	89	85	74	92	88	63	-28%	-26%
Somerset	310	344	325	301	274	304	238	-22%	-23%
South Gloucestershire	84	102	92	88	76	64	86	34%	2%
South Tyneside	47	44	59	42	41	47	35	-26%	-25%
Southampton	94	100	90	85	96	99	123	24%	31%

Reported Killed and Seriously Injured (KSI) casualties by local authority, England, 2005-2010 and 2005-09 average

Number of casualties/Percentage

Area	2005-09 baseline	2005	2006	2007	2008	2009	2010	2010 Percentage change over:	
								2009	2005 -2009 average
Southend-on-Sea	76	78	68	71	61	102	65	-36%	-14%
Southwark	140	132	138	139	165	127	165	30%	18%
St. Helens	65	70	70	52	70	63	45	-29%	-31%
Staffordshire	310	329	358	315	286	261	213	-18%	-31%
Stockport	77	80	79	80	77	71	57	-20%	-26%
Stockton-on-Tees	76	73	90	71	69	78	44	-44%	-42%
Stoke-on-Trent	65	77	80	82	35	53	45	-15%	-31%
Suffolk	356	380	359	304	372	367	296	-19%	-17%
Sunderland	102	90	109	120	93	100	90	-10%	-12%
Surrey	571	584	583	589	528	571	520	-9%	-9%
Sutton	70	66	83	70	74	57	49	-14%	-30%
Swindon	77	64	79	77	73	90	63	-30%	-18%
Tameside	64	70	67	78	54	49	58	18%	-9%
Telford and Wrekin	53	58	52	51	42	62	38	-39%	-28%
Thurrock	96	111	118	110	76	67	70	4%	-27%
Torbay	36	37	41	37	36	29	32	10%	-11%
Tower Hamlets	127	111	124	151	146	105	91	-13%	-29%
Trafford	57	51	73	57	54	52	50	-4%	-13%
Wakefield	167	164	178	191	143	161	164	2%	-2%
Walsall	94	74	97	122	95	80	74	-8%	-21%
Waltham Forest	90	93	100	92	104	61	67	10%	-26%
Wandsworth	131	121	134	166	116	120	102	-15%	-22%
Warrington	104	101	103	96	129	93	103	11%	-1%
Warwickshire	372	407	401	397	348	308	301	-2%	-19%
West Berkshire	74	78	72	105	50	63	60	-5%	-18%
West Sussex	473	489	464	476	485	451	373	-17%	-21%
Westminster	275	263	293	286	272	261	186	-29%	-32%
Wigan	103	130	96	99	95	97	62	-36%	-40%
Wiltshire	287	296	351	275	276	235	229	-3%	-20%
Windsor and Maidenhead	63	60	72	47	68	68	47	-31%	-25%
Wirral	162	198	170	153	145	143	108	-24%	-33%
Wokingham	53	48	63	59	46	49	37	-24%	-30%
Wolverhampton	88	102	97	99	79	64	83	30%	-6%
Worcestershire	256	297	268	276	249	190	153	-19%	-40%
York	102	101	161	93	95	60	62	3%	-39%
England ¹	25,958	27,945	27,551	26,720	24,369	23,206	21,255	-8%	-18%

1 Includes London Airport (Heathrow)

Source: Stats19(DfT)

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[Notes & Definitions](#)

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The figures in this table are National Statistics

Department for Transport statistics

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RAS41003

Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed and Seriously Injured (KSI) casualty rate per billion vehicle miles by local authority, England, 2005-2010 and 2005-09 average

Rate per billion vehicle miles/Percentage

Area	2005-09 baseline	2005	2006	2007	2008	2009	2010	2010 Percentage change over:	
								2009	2005 -2009 average
Barking and Dagenham	147	135	166	151	169	115	125	9%	-15%
Barnet	136	140	138	149	125	129	122	-5%	-10%
Barnsley	91	95	97	97	93	70	57	-19%	-37%
Bath and North East Somerset	74	101	89	70	47	61	57	-7%	-22%
Bedford	108	129	117	115	111	75	78	3%	-28%
Bexley	143	135	162	166	117	132	112	-15%	-22%
Birmingham	124	136	127	131	113	111	112	0%	-10%
Blackburn with Darwen	158	156	184	131	142	175	132	-25%	-16%
Blackpool	204	203	259	203	166	189	180	-5%	-12%
Bolton	70	93	75	63	61	57	73	29%	5%
Bournemouth	155	132	142	207	154	137	156	14%	1%
Bracknell Forest	76	75	133	76	45	50	55	11%	-27%
Bradford	160	163	162	162	175	137	137	0%	-14%
Brent	172	195	169	157	165	175	139	-21%	-19%
Brighton and Hove	174	177	187	179	156	169	156	-7%	-10%
Bristol, City of	112	130	124	136	90	81	96	19%	-14%
Bromley	165	154	187	166	165	151	110	-27%	-33%
Buckinghamshire	71	84	74	82	55	62	57	-9%	-21%
Bury	61	81	55	60	46	62	56	-10%	-8%
Calderdale	117	117	129	103	109	125	87	-31%	-26%
Cambridgeshire	90	102	94	90	80	84	75	-11%	-17%
Camden	355	376	348	296	354	403	332	-18%	-7%
Central Bedfordshire	72	75	73	73	66	73	78	7%	8%
Cheshire East	98	114	94	79	110	92	87	-6%	-11%
Cheshire West and Chester	97	117	109	92	88	80	76	-5%	-22%
City of London	386	326	451	361	408	382	344	-10%	-11%
Cornwall excluding Isles of Scilly	83	93	93	95	71	66	68	4%	-18%
County Durham	84	100	86	82	74	79	72	-9%	-14%
Coventry	97	93	111	90	90	100	77	-23%	-21%
Croydon	166	185	173	182	158	131	109	-16%	-34%
Cumbria	92	123	97	90	78	70	67	-4%	-27%
Darlington	79	76	121	57	63	80	63	-22%	-21%
Derby	104	98	108	99	105	110	87	-20%	-16%
Derbyshire	98	103	100	103	89	95	68	-28%	-31%
Devon	61	67	68	75	55	39	61	56%	1%
Doncaster	75	76	74	65	86	76	80	5%	6%
Dorset	113	114	105	114	123	110	93	-15%	-18%
Dudley	110	117	97	124	108	102	85	-16%	-22%
Ealing	154	147	170	165	137	153	105	-31%	-32%
East Riding of Yorkshire	112	120	108	127	114	93	95	2%	-15%
East Sussex	137	129	142	135	143	136	119	-13%	-14%
Enfield	108	129	132	96	85	97	96	-1%	-11%
Essex	96	114	115	99	80	74	77	4%	-20%
Gateshead	68	65	64	70	66	74	70	-6%	3%
Gloucestershire	67	72	70	66	66	60	49	-18%	-26%
Greenwich	158	143	163	174	174	138	147	7%	-7%
Hackney	348	349	315	343	444	289	293	1%	-16%
Halton	85	123	78	68	92	64	66	3%	-22%
Hammersmith and Fulham	279	315	333	259	246	242	196	-19%	-30%
Hampshire	66	64	64	73	61	68	67	-2%	1%
Haringey	231	231	284	188	201	253	208	-18%	-10%
Harrow	143	184	141	135	129	124	102	-18%	-29%
Hartlepool	83	92	96	101	68	59	68	15%	-18%
Havering	100	88	120	132	86	75	65	-13%	-35%
Herefordshire, County of	103	128	103	114	80	91	53	-41%	-48%

**Reported Killed and Seriously Injured (KSI) casualty rate per billion vehicle miles
by local authority, England, 2005-2010 and 2005-09 average**

Rate per billion vehicle miles/Percentage

Area	2005-09 baseline	2005	2006	2007	2008	2009	2010	2010 Percentage change over:	
								2009	2005 -2009 average
Hertfordshire	69	82	68	74	64	58	58	1%	-16%
Hillingdon	75	83	77	82	75	61	60	-2%	-21%
Hounslow	111	116	138	101	100	99	98	-1%	-12%
Isle of Wight	192	202	168	171	239	182	206	13%	7%
Isles of Scilly	0	0	0	0	0	0	0	0%	0%
Islington	281	293	258	356	242	254	273	7%	-3%
Kensington and Chelsea	296	299	295	321	308	258	221	-15%	-26%
Kent	76	84	82	78	69	69	61	-12%	-20%
Kingston upon Hull, City of	153	167	170	142	145	139	149	7%	-2%
Kingston upon Thames	98	99	124	77	105	84	70	-16%	-28%
Kirklees	120	128	133	125	118	97	84	-14%	-30%
Knowsley	65	75	63	60	63	62	62	0%	-5%
Lambeth	313	286	343	324	292	318	294	-7%	-6%
Lancashire	119	130	135	121	112	99	97	-2%	-19%
Leeds	90	90	92	93	93	83	79	-4%	-12%
Leicester	97	79	98	98	109	98	100	1%	3%
Leicestershire	61	67	66	58	56	58	53	-9%	-13%
Lewisham	223	258	234	218	201	203	201	-1%	-10%
Lincolnshire	112	122	108	114	92	125	127	1%	13%
Liverpool	148	191	157	131	121	139	161	16%	9%
Luton	110	120	109	102	122	98	121	24%	10%
Manchester	126	161	136	116	108	107	98	-9%	-22%
Medway	92	105	91	89	91	83	67	-19%	-27%
Merton	153	166	173	144	151	132	95	-28%	-38%
Middlesbrough	61	75	78	49	56	46	37	-19%	-39%
Milton Keynes	68	81	90	59	56	52	49	-6%	-27%
Newcastle upon Tyne	85	86	91	75	91	84	81	-4%	-5%
Newham	139	131	119	164	139	144	129	-10%	-7%
Norfolk	89	110	96	89	74	76	69	-9%	-22%
North East Lincolnshire	181	209	221	170	158	144	121	-16%	-33%
North Lincolnshire	123	166	104	134	116	97	105	9%	-14%
North Somerset	46	59	56	49	44	24	42	72%	-10%
North Tyneside	66	70	62	75	55	68	50	-27%	-25%
North Yorkshire	126	141	139	137	107	108	100	-8%	-21%
Northamptonshire	86	100	84	85	84	76	58	-24%	-32%
Northumberland	111	122	120	96	108	110	90	-19%	-19%
Nottingham	177	202	186	182	162	153	146	-5%	-18%
Nottinghamshire	120	141	125	117	112	105	98	-7%	-18%
Oldham	111	140	110	112	95	96	114	19%	3%
Oxfordshire	74	72	78	78	71	73	85	16%	14%
Peterborough	97	133	89	91	88	85	83	-3%	-14%
Plymouth	67	61	71	78	71	53	72	37%	7%
Poole	110	132	83	122	121	93	113	21%	2%
Portsmouth	118	131	114	97	125	122	115	-6%	-3%
Reading	122	86	134	108	131	149	117	-21%	-4%
Redbridge	129	138	141	138	125	103	114	10%	-12%
Redcar and Cleveland	86	81	115	69	91	74	67	-10%	-22%
Richmond upon Thames	132	126	181	133	115	103	135	32%	3%
Rochdale	65	69	55	71	79	52	45	-15%	-32%
Rotherham	67	64	66	79	65	63	41	-35%	-39%
Rutland	73	75	58	78	81	71	75	7%	4%
Salford	58	57	56	68	62	47	48	3%	-17%
Sandwell	90	80	103	96	81	87	85	-3%	-5%
Sefton	127	128	134	120	134	117	102	-13%	-19%
Sheffield	149	180	159	160	124	124	96	-23%	-36%
Shropshire	90	122	85	91	79	76	67	-12%	-26%
Slough	86	91	95	85	101	61	77	25%	-11%
Solihull	60	63	61	51	63	62	45	-28%	-26%
Somerset	80	92	84	77	70	79	62	-21%	-23%
South Gloucestershire	36	45	39	37	32	28	38	36%	4%

**Reported Killed and Seriously Injured (KSI) casualty rate per billion vehicle miles
by local authority, England, 2005-2010 and 2005-09 average**

Rate per billion vehicle miles/Percentage

Area	2005-09 baseline	2005	2006	2007	2008	2009	2010	2010 Percentage change over:	
								2009	2005 -2009 average
South Tyneside	92	88	115	82	80	93	70	-24%	-23%
Southampton	128	134	121	113	132	139	176	27%	38%
Southend-on-Sea	178	183	160	166	143	239	154	-36%	-14%
Southwark	251	238	247	243	298	232	308	33%	23%
St. Helens	79	89	85	63	81	76	55	-27%	-30%
Staffordshire	53	57	61	53	48	45	37	-17%	-29%
Stockport	64	67	66	66	64	59	49	-18%	-25%
Stockton-on-Tees	79	76	93	73	72	80	46	-43%	-42%
Stoke-on-Trent	74	89	92	94	39	59	51	-13%	-31%
Suffolk	95	102	94	80	99	100	80	-20%	-16%
Sunderland	84	76	89	97	76	83	77	-8%	-9%
Surrey	65	67	66	67	60	65	61	-7%	-6%
Sutton	151	140	177	147	165	127	114	-11%	-25%
Swindon	67	57	70	67	63	79	55	-31%	-19%
Tameside	85	94	91	104	73	65	79	20%	-8%
Telford and Wrekin	61	67	61	59	48	72	45	-37%	-26%
Thurrock	94	111	117	106	72	65	69	6%	-26%
Torbay	88	92	98	88	88	71	80	13%	-9%
Tower Hamlets	197	177	190	228	227	163	141	-14%	-29%
Trafford	60	53	76	59	56	55	53	-3%	-11%
Wakefield	97	100	102	108	82	94	98	4%	0%
Walsall	97	75	98	126	101	86	80	-7%	-18%
Waltham Forest	192	193	209	194	228	135	146	8%	-24%
Wandsworth	224	194	238	277	199	214	181	-15%	-19%
Warrington	64	65	64	58	77	56	64	14%	0%
Warwickshire	66	75	72	70	61	55	54	-2%	-19%
West Berkshire	39	42	38	55	26	34	32	-4%	-17%
West Sussex	99	101	96	99	103	97	82	-16%	-18%
Westminster	421	382	423	437	435	430	312	-27%	-26%
Wigan	82	103	76	78	75	77	50	-35%	-39%
Wiltshire	84	88	103	79	81	70	69	-2%	-18%
Windsor and Maidenhead	53	50	61	38	57	57	41	-29%	-22%
Wirral	146	177	154	136	131	131	101	-23%	-31%
Wokingham	49	45	58	53	42	46	36	-21%	-27%
Wolverhampton	112	130	124	125	100	82	109	33%	-3%
Worcestershire	60	72	63	64	58	45	37	-18%	-39%
York	127	127	198	114	118	75	79	5%	-38%
England ¹	95	104	101	97	89	86	80	-7%	-16%

1 Includes London Airport (Heathrow)

Source: Stats19(DfT)

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[Notes & Definitions](#)

Last updated: 13 October 2011
Next update: October 2012

The figures in this table are outside the scope of National Statistics

Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010>

RAS41004

Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed and Seriously Injured (KSI) casualty rate per million population by local authority, England, 2005-2010 and 2005-09 average

Rate per million population/Percentage

Area	2005-09 baseline	2005	2006	2007	2008	2009	2010	2010 Percentage change over:	
								2009	2005 -2009 average
Barking and Dagenham	337	311	399	355	367	256	267	4%	-21%
Barnet	431	444	441	471	402	399	379	-5%	-12%
Barnsley	486	514	520	531	497	367	294	-20%	-39%
Bath and North East Somerset	300	411	370	291	192	242	217	-10%	-28%
Bedford	500	565	517	534	509	380	354	-7%	-29%
Bexley	402	392	463	470	325	363	298	-18%	-26%
Birmingham	469	519	486	508	422	411	402	-2%	-14%
Blackburn with Darwen	521	514	600	444	473	572	428	-25%	-18%
Blackpool	532	531	659	529	441	500	464	-7%	-13%
Bolton	357	476	384	327	311	290	353	21%	-1%
Bournemouth	491	424	453	665	486	424	458	8%	-7%
Bracknell Forest	313	315	555	319	184	200	215	7%	-32%
Bradford	500	510	513	514	546	416	406	-3%	-19%
Brent	412	481	416	384	381	395	327	-17%	-20%
Brighton and Hove	627	652	690	655	555	585	526	-10%	-16%
Bristol, City of	371	439	413	456	296	259	295	14%	-21%
Bromley	462	444	536	468	455	409	288	-30%	-38%
Buckinghamshire	574	670	600	667	448	489	444	-9%	-23%
Bury	351	458	320	352	264	361	316	-13%	-10%
Calderdale	563	567	624	504	525	595	400	-33%	-29%
Cambridgeshire	693	792	723	705	619	633	550	-13%	-21%
Camden	556	600	555	469	543	610	476	-22%	-14%
Central Bedfordshire	544	593	555	542	496	534	549	3%	1%
Cheshire East	788	912	762	648	878	739	673	-9%	-15%
Cheshire West and Chester	731	863	827	692	669	603	565	-6%	-23%
City of London	4,847	4,971	6,482	4,574	4,501	4,005	3,511	-12%	-28%
Cornwall excluding Isles of Scilly	456	504	512	511	395	360	370	3%	-19%
County Durham	430	500	438	428	382	405	360	-11%	-16%
Coventry	372	362	430	349	341	377	285	-24%	-23%
Croydon	415	471	442	467	387	312	252	-19%	-39%
Cumbria	650	860	693	642	557	499	471	-6%	-28%
Darlington	432	416	666	311	340	428	327	-24%	-24%
Derby	454	430	467	430	465	479	369	-23%	-19%
Derbyshire	616	647	629	654	561	591	418	-29%	-32%
Devon	394	439	440	479	359	253	389	54%	-1%
Doncaster	503	506	499	443	570	496	513	3%	2%
Dorset	673	675	634	686	725	643	531	-17%	-21%
Dudley	405	432	357	465	398	372	296	-20%	-27%
Ealing	418	413	477	443	362	398	267	-33%	-36%
East Riding of Yorkshire	706	750	685	800	717	579	579	0%	-18%
East Sussex	744	698	775	742	779	728	619	-15%	-17%
Enfield	377	445	473	342	294	333	332	0%	-12%
Essex	612	715	728	645	509	470	468	0%	-23%
Gateshead	429	410	395	448	421	472	428	-9%	0%
Gloucestershire	443	472	463	438	442	401	315	-21%	-29%
Greenwich	522	484	546	581	563	438	455	4%	-13%
Hackney	599	594	559	603	761	477	470	-1%	-22%
Halton	458	652	423	372	498	345	344	0%	-25%
Hammersmith and Fulham	645	722	789	609	558	548	436	-20%	-32%
Hampshire	500	488	489	560	457	504	487	-3%	-2%
Haringey	415	419	519	347	355	435	351	-19%	-15%
Harrow	260	347	262	246	231	215	170	-21%	-35%
Hartlepool	391	432	454	475	319	275	307	12%	-22%
Havering	426	366	525	560	362	320	267	-17%	-37%
Herefordshire, County of	670	831	670	747	519	586	340	-42%	-49%

**Reported Killed and Seriously Injured (KSI) casualty rate per million population
by local authority, England, 2005-2010 and 2005-09 average**

Rate per million population/Percentage

Area								2010 Percentage change over:	
	2005-09 baseline	2005	2006	2007	2008	2009	2010	2009	2005 -2009 average
	Hertfordshire	467	552	471	514	423	377	367	-3%	-21%
Hillingdon	421	473	433	454	415	335	312	-7%	-26%
Hounslow	502	542	650	452	443	431	410	-5%	-18%
Isle of Wight	570	602	513	516	699	521	584	12%	2%
Isles of Scilly	0	0	0	0	0	0	0	0%	0%
Islington	464	488	437	599	398	401	417	4%	-10%
Kensington and Chelsea	651	666	672	702	661	553	472	-15%	-27%
Kent	501	553	542	520	447	446	382	-14%	-24%
Kingston upon Hull, City of	478	529	533	447	452	431	447	4%	-6%
Kingston upon Thames	377	400	480	302	395	312	272	-13%	-28%
Kirklees	500	531	558	529	491	393	334	-15%	-33%
Knowsley	386	440	373	360	381	375	369	-2%	-4%
Lambeth	630	590	704	662	583	611	548	-10%	-13%
Lancashire	728	785	825	740	687	602	582	-3%	-20%
Leeds	463	469	479	484	476	408	381	-7%	-18%
Leicester	286	237	297	292	319	286	280	-2%	-2%
Leicestershire	437	490	478	418	394	408	367	-10%	-16%
Lewisham	483	570	514	479	431	423	405	-4%	-16%
Lincolnshire	595	647	579	613	484	653	657	1%	10%
Liverpool	493	636	519	438	408	461	514	12%	4%
Luton	307	336	298	294	341	268	312	17%	2%
Manchester	477	635	527	445	402	386	333	-14%	-30%
Medway	319	358	318	313	320	287	230	-20%	-28%
Merton	325	364	375	310	316	266	187	-30%	-43%
Middlesbrough	363	450	466	293	335	270	211	-22%	-42%
Milton Keynes	451	552	609	393	369	342	306	-10%	-32%
Newcastle upon Tyne	377	385	401	337	403	359	332	-7%	-12%
Newham	365	329	311	435	363	386	337	-13%	-7%
Norfolk	551	689	600	553	458	463	409	-12%	-26%
North East Lincolnshire	736	842	907	693	649	585	483	-17%	-34%
North Lincolnshire	806	1,076	679	896	760	621	663	7%	-18%
North Somerset	318	409	383	338	304	163	269	65%	-16%
North Tyneside	298	316	278	344	250	304	217	-29%	-27%
North Yorkshire	1,086	1,197	1,224	1,215	903	900	819	-9%	-25%
Northamptonshire	667	789	669	672	640	572	432	-24%	-35%
Northumberland	609	653	663	538	595	598	484	-19%	-21%
Nottingham	589	692	632	606	529	492	450	-9%	-24%
Nottinghamshire	670	775	707	673	621	576	535	-7%	-20%
Oldham	357	450	354	363	307	311	359	16%	1%
Oxfordshire	560	540	591	591	540	539	609	13%	9%
Peterborough	663	913	615	624	595	573	548	-4%	-17%
Plymouth	230	214	251	267	243	175	232	32%	1%
Poole	412	506	310	457	448	340	401	18%	-3%
Portsmouth	478	542	474	402	497	477	439	-8%	-8%
Reading	292	217	327	261	308	343	259	-24%	-11%
Redbridge	339	374	384	370	315	258	281	9%	-17%
Redcar and Cleveland	389	353	520	319	421	335	298	-11%	-23%
Richmond upon Thames	398	392	555	408	342	296	377	27%	-5%
Rochdale	345	366	294	382	411	274	229	-16%	-34%
Rotherham	392	369	380	460	384	366	232	-37%	-41%
Rutland	698	710	564	749	788	678	726	7%	4%
Salford	389	383	376	461	413	315	314	0%	-19%
Sandwell	400	359	463	435	360	385	362	-6%	-10%
Sefton	342	339	362	324	365	318	271	-15%	-21%
Sheffield	475	580	510	516	391	384	288	-25%	-39%
Shropshire	594	797	564	599	519	493	426	-14%	-28%
Slough	392	416	428	397	453	273	313	15%	-20%
Solihull	421	442	421	365	450	429	306	-29%	-27%
Somerset	595	668	627	577	523	581	453	-22%	-24%
South Gloucestershire	326	399	357	339	292	244	325	33%	0%

**Reported Killed and Seriously Injured (KSI) casualty rate per million population
by local authority, England, 2005-2010 and 2005-09 average**

Rate per million population/Percentage

Area	2005-09 baseline	2005	2006	2007	2008	2009	2010	2010 Percentage change over:	
								2009	2005 -2009 average
South Tyneside	308	292	392	279	271	308	228	-26%	-26%
Southampton	406	439	394	368	410	418	513	23%	26%
Southend-on-Sea	472	492	428	441	374	621	393	-37%	-17%
Southwark	506	496	505	498	583	445	575	29%	14%
St. Helens	368	396	396	295	396	356	254	-29%	-31%
Staffordshire	376	402	436	382	346	315	256	-19%	-32%
Stockport	274	283	280	284	273	250	200	-20%	-27%
Stockton-on-Tees	403	390	479	376	364	408	229	-44%	-43%
Stoke-on-Trent	273	321	334	344	146	222	187	-16%	-31%
Suffolk	506	547	514	431	523	514	411	-20%	-19%
Sunderland	364	319	387	427	331	355	317	-11%	-13%
Surrey	523	545	540	540	480	513	461	-10%	-12%
Sutton	372	357	446	373	391	297	252	-15%	-32%
Swindon	398	342	418	400	372	453	312	-31%	-21%
Tameside	297	329	314	366	252	228	267	18%	-10%
Telford and Wrekin	328	360	322	316	260	382	234	-39%	-29%
Thurrock	631	746	784	723	490	426	438	3%	-31%
Torbay	269	278	308	276	269	216	238	10%	-12%
Tower Hamlets	571	519	571	681	644	447	383	-14%	-33%
Trafford	269	241	343	267	253	242	230	-5%	-14%
Wakefield	520	512	554	593	443	497	504	1%	-3%
Walsall	367	291	382	480	372	313	288	-8%	-22%
Waltham Forest	408	425	456	419	470	272	295	8%	-28%
Wandsworth	465	435	477	587	409	419	352	-16%	-24%
Warrington	535	523	531	492	657	470	518	10%	-3%
Warwickshire	704	780	764	750	653	576	562	-2%	-20%
West Berkshire	493	534	489	703	330	412	390	-5%	-21%
West Sussex	605	635	597	608	615	569	466	-18%	-23%
Westminster	1,133	1,123	1,220	1,174	1,103	1,046	735	-30%	-35%
Wigan	339	428	316	326	311	316	202	-36%	-41%
Wiltshire	637	666	787	611	608	515	498	-3%	-22%
Windsor and Maidenhead	451	441	523	336	480	473	322	-32%	-29%
Wirral	523	637	549	495	470	464	350	-25%	-33%
Wokingham	337	314	407	375	288	303	227	-25%	-33%
Wolverhampton	370	428	407	417	332	268	347	29%	-6%
Worcestershire	463	541	486	499	448	341	274	-20%	-41%
York	528	534	843	483	487	302	306	1%	-42%
England ¹	508	554	543	523	474	448	407	-9%	-20%

1 Includes London Airport (Heathrow)

Source: Stats19(DfT)

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[Notes & Definitions](#)

Last updated: 13 October 2011
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The figures in this table are National Statistics

Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010/>

Table RAS50012

Contributory factors: Reported accidents¹ by country²:

GB 2010

Contributory factor reported in accident	Number/ percentage							
	England		Wales		Scotland		Great Britain	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Road environment contributed	16,645	16	1,160	20	2,017	24	19,822	16
Poor or defective road surface	776	1	32	1	73	1	881	1
Deposit on road (eg. oil, mud, chippings)	1,258	1	89	2	158	2	1,505	1
Slippery road (due to weather)	11,951	11	673	11	1,531	18	14,155	12
Inadequate or masked signs or road markings	458	0	17	0	45	1	520	0
Defective traffic signals	179	0	4	0	12	0	195	0
Traffic calming (eg. speed cushions, road humps,	132	0	10	0	8	0	150	0
Temporary road layout (eg. contraflow)	306	0	18	0	33	0	357	0
Road layout (eg. bend, hill, narrow carriageway)	2,281	2	456	8	237	3	2,974	2
Animal or object in carriageway	1,109	1	84	1	128	2	1,321	1
Vehicle defects	1,977	2	129	2	111	1	2,217	2
Tyres illegal, defective or under inflated	659	1	42	1	45	1	746	1
Defective lights or indicators	157	0	13	0	4	0	174	0
Defective brakes	747	1	46	1	33	0	826	1
Defective steering or suspension	234	0	17	0	17	0	268	0
Defective or missing mirrors	9	0	2	0	0	0	11	0
Overloaded or poorly loaded vehicle or trailer	245	0	18	0	15	0	278	0
Injudicious action	26,727	25	1,215	20	2,048	24	29,990	25
Disobeyed automatic traffic signal	1,945	2	82	1	117	1	2,144	2
Disobeyed 'Give Way' or 'Stop' sign or markings	3,805	4	103	2	268	3	4,176	3
Disobeyed double white lines	212	0	18	0	12	0	242	0
Disobeyed pedestrian crossing facility	509	0	6	0	22	0	537	0
Illegal turn or direction of travel	764	1	44	1	40	0	848	1
Exceeding speed limit	5,311	5	240	4	285	3	5,836	5
Travelling too fast for conditions	8,531	8	500	8	980	12	10,011	8
Following too close	7,623	7	316	5	458	5	8,397	7
Vehicle travelling along pavement	303	0	10	0	21	0	334	0
Cyclist entering road from pavement	1,006	1	35	1	47	1	1,088	1
Driver/rider error or reaction	75,496	71	4,051	68	5,524	66	85,071	70
Junction overshoot	2,386	2	140	2	173	2	2,699	2
Junction restart (moving off at junction)	1,967	2	85	1	46	1	2,098	2
Poor turn or manoeuvre	14,350	13	672	11	947	11	15,969	13
Failed to signal or misleading signal	2,336	2	94	2	89	1	2,519	2
Failed to look properly	44,044	41	1,890	32	2,338	28	48,272	40
Failed to judge other person's path or speed	23,176	22	1,066	18	1,335	16	25,577	21
Passing too close to cyclist, horse rider or pedestrian	2,024	2	87	1	128	2	2,239	2
Sudden braking	7,920	7	488	8	501	6	8,909	7
Swerved	4,306	4	251	4	325	4	4,882	4
Loss of control	15,204	14	1,076	18	1,749	21	18,029	15
Impairment or distraction	12,512	12	700	12	836	10	14,048	12
Impaired by alcohol	4,644	4	295	5	354	4	5,293	4
Impaired by drugs (illicit or medicinal)	492	0	34	1	39	0	565	0
Fatigue	1,586	1	75	1	105	1	1,766	1
Uncorrected, defective eyesight	218	0	10	0	6	0	234	0
Illness or disability, mental or physical	1,636	2	86	1	126	2	1,848	2
Not displaying lights at night or in poor visibility	329	0	15	0	13	0	357	0
Cyclist wearing dark clothing at night	352	0	13	0	16	0	381	0
Driver using mobile phone	325	0	17	0	7	0	349	0
Distraction in vehicle	2,673	3	145	2	154	2	2,972	2
Distraction outside vehicle	1,683	2	82	1	81	1	1,846	2
Behaviour or inexperience	25,219	24	1,231	21	1,441	17	27,891	23
Aggressive driving	3,515	3	191	3	156	2	3,862	3
Careless, reckless or in a hurry	17,132	16	755	13	916	11	18,803	16
Nervous, uncertain or panic	1,905	2	103	2	102	1	2,110	2
Driving too slow for conditions or slow vehicle (eg	100	0	9	0	4	0	113	0
Learner or inexperienced driver/rider	4,836	5	331	6	345	4	5,512	5
Inexperience of driving on the left	402	0	18	0	61	1	481	0
Unfamiliar with model of vehicle	763	1	43	1	67	1	873	1

Department for Transport statistics

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Table RAS50012

Contributory factors: Reported accidents¹ by country²:

GB 2010

Contributory factor reported in accident	Number/ percentage							
	England		Wales		Scotland		Great Britain	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Vision affected by:	11,414	11	686	12	796	9	12,896	11
Stationary or parked vehicle(s)	3,754	4	149	3	153	2	4,056	3
Vegetation	359	0	22	0	20	0	401	0
Road layout (eg. bend, winding road, hill crest)	1,279	1	137	2	100	1	1,516	1
Buildings, road signs, street furniture	259	0	14	0	12	0	285	0
Dazzling headlights	263	0	21	0	16	0	300	0
Dazzling sun	2,459	2	185	3	267	3	2,911	2
Rain, sleet, snow, or fog	1,991	2	150	3	187	2	2,328	2
Spray from other vehicles	192	0	15	0	16	0	223	0
Visor or windscreen dirty or scratched	174	0	10	0	13	0	197	0
Vehicle blind spot	1,561	1	60	1	76	1	1,697	1
Pedestrian only (casualty or uninjured)	13,614	13	725	12	1,219	15	15,558	13
Pedestrian crossing road masked by stationary or	2,760	3	125	2	239	3	3,124	3
Pedestrian failed to look properly	10,564	10	491	8	862	10	11,917	10
Pedestrian failed to judge vehicle's path or speed	3,368	3	132	2	220	3	3,720	3
Pedestrian wrong use of pedestrian crossing facility	1,039	1	25	0	84	1	1,148	1
Dangerous action in carriageway (eg. playing)	1,188	1	92	2	114	1	1,394	1
Pedestrian impaired by alcohol	1,760	2	117	2	232	3	2,109	2
Pedestrian impaired by drugs (illicit or medicinal)	149	0	13	0	22	0	184	0
Pedestrian careless, reckless or in a hurry	4,433	4	172	3	360	4	4,965	4
Pedestrian wearing dark clothing at night	687	1	32	1	77	1	796	1
Pedestrian disability or illness, mental or physical	416	0	33	1	31	0	480	0
Special codes	4,671	4	369	6	290	3	5,330	4
Stolen vehicle	638	1	33	1	55	1	726	1
Vehicle in course of crime	423	0	15	0	23	0	461	0
Emergency vehicle on a call	636	1	18	0	25	0	679	1
Vehicle door opened or closed negligently	536	1	17	0	24	0	577	0
Other	2,688	3	295	5	170	2	3,153	3
Total number of accidents	106,476	100	5,942	100	8,409	100	120,827	100

¹ Includes only accidents where a police officer attended the scene and in which a contributory factor was reported.

Columns may not add up to 100 per cent as accidents can have more than 1 contributory factor.

² Differences between regions may reflect different reporting practices between police forces as well as genuine differences in the accidents that occur.

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Notes and definitions on STATS19 see: <http://www.dft.gov.uk/statistics/series/road-accidents-and-safety/>

Source: STATS19

Last updated: 29 September 2011

Next update: September 2012

The figures in this table are National Statistics

Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010/>

Table RAS50013

Contributory factors: Reported accidents¹ by former Government Office regions²:
England 2010

Contributory factor reported in accident	North East		North West		Yorkshire and the Humber		East Midlands		West Midlands		East of England		South East		London		South West	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Road environment contributed	812	18	2,048	15	1,481	15	1,984	21	1,788	18	2,418	21	3,435	19	1,045	5	1,634	18
Poor or defective road surface	36	1	107	1	54	1	68	1	62	1	133	1	197	1	44	0	75	1
Deposit on road (eg. oil, mud, chippings)	67	2	171	1	108	1	135	1	118	1	183	2	256	1	57	0	163	2
Slippery road (due to weather)	628	14	1,433	10	1,066	11	1,542	16	1,345	13	1,725	15	2,413	13	727	4	1,072	12
Inadequate or masked signs or road markings	21	0	89	1	46	0	48	1	34	0	76	1	94	1	7	0	43	0
Defective traffic signals	6	0	24	0	14	0	20	0	23	0	11	0	30	0	39	0	12	0
Traffic calming (eg. speed cushions, road humps,	6	0	20	0	10	0	14	0	6	0	18	0	29	0	13	0	16	0
Temporary road layout (eg. contraflow)	10	0	41	0	33	0	14	0	45	0	44	0	60	0	30	0	29	0
Road layout (eg. bend, hill, narrow carriageway)	79	2	304	2	205	2	227	2	267	3	344	3	465	3	86	0	304	3
Animal or object in carriageway	39	1	98	1	88	1	114	1	90	1	176	2	279	2	99	1	126	1
Vehicle defects	70	2	215	2	181	2	233	2	212	2	270	2	400	2	198	1	198	2
Tyres illegal, defective or under inflated	20	0	69	0	65	1	85	1	74	1	98	1	141	1	35	0	72	1
Defective lights or indicators	8	0	21	0	11	0	19	0	22	0	22	0	17	0	16	0	21	0
Defective brakes	31	1	83	1	65	1	82	1	76	1	89	1	142	1	106	1	73	1
Defective steering or suspension	4	0	24	0	16	0	24	0	22	0	32	0	61	0	32	0	19	0
Defective or missing mirrors	0	0	1	0	1	0	1	0	0	0	2	0	1	0	3	0	0	0
Overloaded or poorly loaded vehicle or trailer	9	0	25	0	29	0	32	0	24	0	40	0	48	0	12	0	26	0
Injudicious action	917	21	3,164	23	1,937	19	2,336	25	2,706	27	2,926	26	4,465	24	5,955	30	2,321	26
Disobeyed automatic traffic signal	62	1	343	2	161	2	159	2	184	2	123	1	265	1	512	3	136	2
Disobeyed 'Give Way' or 'Stop' sign or markings	107	2	441	3	215	2	253	3	295	3	424	4	512	3	1,339	7	219	2
Disobeyed double white lines	10	0	30	0	21	0	21	0	21	0	20	0	44	0	5	0	40	0
Disobeyed pedestrian crossing facility	14	0	51	0	21	0	37	0	61	1	52	0	55	0	192	1	26	0
Illegal turn or direction of travel	21	0	115	1	62	1	62	1	63	1	79	1	114	1	182	1	66	1
Exceeding speed limit	178	4	574	4	359	4	554	6	717	7	544	5	847	5	1,042	5	496	6
Travelling too fast for conditions	339	8	1,045	7	694	7	817	9	858	8	1,168	10	1,625	9	1,042	5	943	11
Following too close	228	5	853	6	526	5	571	6	780	8	767	7	1,289	7	2,026	10	583	6
Vehicle travelling along pavement	14	0	41	0	31	0	22	0	35	0	34	0	57	0	45	0	24	0
Cyclist entering road from pavement	53	1	134	1	71	1	136	1	89	1	129	1	156	1	157	1	81	1
Driver/rider error or reaction	2,826	64	9,617	69	6,544	66	6,328	66	7,096	70	7,864	70	12,797	69	16,032	82	6,392	71
Junction overshoot	133	3	408	3	189	2	257	3	308	3	347	3	381	2	175	1	188	2
Junction restart (moving off at junction)	66	2	301	2	222	2	196	2	185	2	326	3	281	2	200	1	190	2
Poor turn or manoeuvre	530	12	1,990	14	1,084	11	1,138	12	1,420	14	1,475	13	2,164	12	3,208	16	1,341	15
Failed to signal or misleading signal	76	2	285	2	177	2	170	2	243	2	258	2	384	2	573	3	170	2
Failed to look properly	1,633	37	5,443	39	3,612	36	3,098	33	3,870	38	4,228	37	6,695	36	12,234	62	3,231	36
Failed to judge other person's path or speed	766	17	3,100	22	1,754	18	1,810	19	2,148	21	2,346	21	3,899	21	5,470	28	1,883	21
Passing too close to cyclist, horse rider or pedestrian	48	1	234	2	92	1	111	1	116	1	133	1	211	1	913	5	166	2
Sudden braking	302	7	894	6	660	7	672	7	681	7	983	9	1,374	7	1,676	9	678	8
Swerved	113	3	431	3	323	3	444	5	426	4	546	5	865	5	756	4	402	4
Loss of control	525	12	1,721	12	1,306	13	1,412	15	1,594	16	1,908	17	2,820	15	2,361	12	1,557	17

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Table RAS50013

Contributory factors: Reported accidents¹ by former Government Office regions²:
England 2010

Contributory factor reported in accident	North East		North West		Yorkshire and the Humber		East Midlands		West Midlands		East of England		South East		London		South West	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Impairment or distraction	522	12	1,537	11	1,085	11	1,165	12	1,353	13	1,604	14	2,596	14	1,337	7	1,313	15
Impaired by alcohol	231	5	589	4	402	4	509	5	578	6	571	5	935	5	336	2	493	5
Impaired by drugs (illicit or medicinal)	28	1	76	1	51	1	46	0	46	0	69	1	98	1	21	0	57	1
Fatigue	52	1	157	1	127	1	137	1	167	2	236	2	387	2	150	1	173	2
Uncorrected, defective eyesight	4	0	30	0	28	0	17	0	18	0	30	0	62	0	8	0	21	0
Illness or disability, mental or physical	52	1	224	2	151	2	138	1	171	2	211	2	357	2	137	1	195	2
Not displaying lights at night or in poor visibility	22	1	34	0	26	0	22	0	36	0	43	0	54	0	49	0	43	0
Cyclist wearing dark clothing at night	10	0	42	0	33	0	33	0	41	0	51	0	63	0	38	0	41	0
Driver using mobile phone	11	0	39	0	25	0	35	0	38	0	46	0	65	0	34	0	32	0
Distraction in vehicle	108	2	289	2	232	2	213	2	264	3	383	3	544	3	387	2	253	3
Distraction outside vehicle	72	2	221	2	135	1	135	1	138	1	185	2	348	2	283	1	166	2
Behaviour or inexperience	1,039	24	2,698	19	1,817	18	1,943	20	2,490	24	3,058	27	3,956	21	6,096	31	2,122	24
Aggressive driving	155	4	508	4	296	3	326	3	468	5	366	3	440	2	689	4	267	3
Careless, reckless or in a hurry	711	16	1,611	11	1,060	11	1,143	12	1,579	15	1,976	18	2,448	13	5,341	27	1,263	14
Nervous, uncertain or panic	91	2	244	2	140	1	141	1	189	2	267	2	335	2	327	2	171	2
Driving too slow for conditions or slow vehicle (eg Learner or inexperienced driver/rider)	6	0	11	0	10	0	13	0	5	0	20	0	23	0	6	0	6	0
Inexperience of driving on the left	14	0	36	0	32	0	19	0	34	0	69	1	113	1	20	0	65	1
Unfamiliar with model of vehicle	34	1	103	1	63	1	89	1	93	1	112	1	148	1	43	0	78	1
Vision affected by:	496	11	1,642	12	993	10	1,124	12	1,154	11	1,324	12	1,777	10	1,729	9	1,175	13
Stationary or parked vehicle(s)	120	3	531	4	285	3	303	3	354	3	306	3	460	2	1,080	6	315	4
Vegetation	12	0	44	0	27	0	36	0	34	0	57	1	89	0	12	0	48	1
Road layout (eg. bend, winding road, hill crest)	44	1	176	1	106	1	138	1	155	2	192	2	221	1	26	0	221	2
Buildings, road signs, street furniture	14	0	50	0	27	0	22	0	26	0	27	0	45	0	14	0	34	0
Dazzling headlights	8	0	36	0	30	0	22	0	26	0	42	0	50	0	14	0	35	0
Dazzling sun	139	3	428	3	276	3	273	3	268	3	261	2	393	2	132	1	289	3
Rain, sleet, snow, or fog	135	3	271	2	173	2	263	3	226	2	295	3	338	2	102	1	188	2
Spray from other vehicles	11	0	31	0	10	0	29	0	21	0	28	0	37	0	5	0	20	0
Visor or windscreen dirty or scratched	9	0	27	0	20	0	14	0	23	0	16	0	30	0	16	0	19	0
Vehicle blind spot	51	1	194	1	121	1	116	1	122	1	218	2	255	1	361	2	123	1
Pedestrian only (casualty or uninjured)	607	14	2,033	14	1,368	14	893	9	1,275	12	991	9	1,781	10	3,783	19	883	10
Pedestrian crossing road masked by stationary or	137	3	468	3	262	3	146	2	310	3	160	1	272	1	858	4	147	2
Pedestrian failed to look properly	471	11	1,550	11	978	10	638	7	973	10	710	6	1,270	7	3,362	17	612	7
Pedestrian failed to judge vehicle's path or speed	117	3	472	3	249	3	174	2	285	3	252	2	410	2	1,197	6	212	2
Pedestrian wrong use of pedestrian crossing facility	28	1	133	1	88	1	62	1	117	1	58	1	84	0	427	2	42	0
Dangerous action in carriageway (eg. playing)	60	1	180	1	132	1	94	1	111	1	99	1	157	1	266	1	89	1
Pedestrian impaired by alcohol	122	3	283	2	210	2	141	1	183	2	149	1	258	1	257	1	157	2
Pedestrian impaired by drugs (illicit or medicinal)	13	0	20	0	12	0	15	0	12	0	25	0	21	0	11	0	20	0
Pedestrian careless, reckless or in a hurry	163	4	602	4	374	4	243	3	344	3	240	2	417	2	1,837	9	213	2
Pedestrian wearing dark clothing at night	45	1	130	1	71	1	55	1	93	1	79	1	98	1	51	0	65	1
Pedestrian disability or illness, mental or physical	26	1	77	1	45	0	29	0	40	0	44	0	73	0	36	0	46	1

Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010/>

Table RAS50013

Contributory factors: Reported accidents¹ by former Government Office regions²:
England 2010

Contributory factor reported in accident	North East		North West		Yorkshire and the Humber		East Midlands		West Midlands		East of England		South East		London		South West	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Special codes	184	4	725	5	413	4	430	5	340	3	467	4	642	3	1,145	6	325	4
Stolen vehicle	33	1	149	1	94	1	67	1	77	1	54	0	75	0	51	0	38	0
Vehicle in course of crime	14	0	68	0	41	0	28	0	40	0	42	0	57	0	107	1	26	0
Emergency vehicle on a call	20	0	90	1	47	0	71	1	70	1	65	1	73	0	160	1	40	0
Vehicle door opened or closed negligently	6	0	45	0	20	0	16	0	33	0	26	0	54	0	311	2	25	0
Other	121	3	426	3	234	2	278	3	140	1	307	3	412	2	562	3	208	2
Total number of accidents	4,400	100	14,039	100	9,943	100	9,527	100	10,210	100	11,280	100	18,442	100	19,650	100	8,985	100

¹ Includes only accidents where a police officer attended the scene and in which a contributory factor was reported.

Columns may not add up to 100 per cent as accidents can have more than 1 contributory factor.

² Differences between regions may reflect different reporting practices between police forces as well as genuine differences in the accidents that occur there.

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Notes and definitions on STATS19 see: <http://www.dft.gov.uk/statistics/series/road-accidents-and-safety/>

Source: STATS19

Last updated: 29 September 2011

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Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010>

RAS51002

Breath tests and breath test failures by drivers and riders involved in reported accidents, 2000-2010

	Number/percentage										
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Car drivers											
Involved in accidents	329,846	321,900	314,568	299,933	291,842	281,810	267,991	255,891	236,923	227,244	212,685
Number breath tested	172,840	163,540	159,782	151,442	149,430	149,687	146,564	146,024	132,708	124,779	115,674
Percentage of drivers involved	52	51	51	50	51	53	55	57	56	55	54
Number failing breath test ¹	7,124	7,264	7,285	7,289	6,655	6,397	5,873	5,644	4,899	4,594	3,868
Percentage of drivers breath tested	4.1	4.4	4.6	4.8	4.5	4.3	4.0	3.9	3.7	3.7	3.3
involved in accidents	2.2	2.3	2.3	2.4	2.3	2.3	2.2	2.2	2.1	2.0	1.8
Motorcycle riders											
Involved in accidents	29,236	30,084	29,503	29,523	26,857	25,870	24,323	24,381	22,427	21,590	19,534
Number breath tested	13,945	13,725	12,992	13,178	12,422	12,221	11,884	12,648	11,569	10,862	9,765
Percentage of riders involved	48	46	44	45	46	47	49	52	52	50	50
Number failing breath test ¹	442	446	441	510	423	391	374	337	314	282	222
Percentage of riders breath tested	3.2	3.2	3.4	3.9	3.4	3.2	3.1	2.7	2.7	2.6	2.3
involved in accidents	1.5	1.5	1.5	1.7	1.6	1.5	1.5	1.4	1.4	1.3	1.1
Other motor vehicle drivers											
Involved in accidents	49,149	47,899	46,202	44,642	43,604	41,093	38,806	37,737	35,092	31,952	31,065
Number breath tested	25,915	24,457	23,458	22,656	22,120	21,311	20,822	20,886	18,692	16,277	15,801
Percentage of drivers involved	53	51	51	51	51	52	54	55	53	51	51
Number failing breath test ¹	401	386	378	351	349	327	347	297	307	249	197
Percentage of drivers breath tested	1.5	1.6	1.6	1.5	1.6	1.5	1.7	1.4	1.6	1.5	1.2
involved in accidents	0.8	0.8	0.8	0.8	0.8	0.8	0.9	0.8	0.9	0.8	0.6
All driver/riders											
Involved in accidents	408,231	399,883	390,273	374,098	362,303	348,773	331,120	318,009	294,442	280,786	263,284
Number breath tested	212,700	201,722	196,232	187,276	183,972	183,219	179,270	179,558	162,969	151,918	141,240
Percentage involved	52	50	50	50	51	53	54	56	55	54	54
Number failing breath test ¹	7,967	8,096	8,104	8,150	7,427	7,115	6,594	6,278	5,520	5,125	4,287
Percentage of driver riders breath tested	3.7	4.0	4.1	4.4	4.0	3.9	3.7	3.5	3.4	3.4	3.0
involved in accidents	2.0	2.0	2.1	2.2	2.0	2.0	2.0	2.0	1.9	1.8	1.6

1 Failed or refused to provide a specimen of breath.

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[Notes & Definitions](#)

Source: DfT STATS19
 Last updated: 29 September 2011
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The figures in this table are National Statistics

Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010>

RAS51003

Reported breath tests and breath test failures, all drivers and riders involved by day of week and time of day, Great Britain, 2010

(a) All motor vehicles involved in accidents								Number of drivers & riders
Hour beginning	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	All days
Midnight	335	234	299	367	428	868	860	3,391
01:00	268	191	164	198	269	674	723	2,487
02:00	138	114	113	115	235	529	600	1,844
03:00	124	106	123	142	198	438	499	1,630
04:00	106	120	104	116	163	273	377	1,259
05:00	286	278	267	238	328	343	279	2,019
06:00	824	737	740	774	701	464	370	4,610
07:00	2,018	2,021	2,075	1,961	1,755	698	445	10,973
08:00	3,607	3,910	3,795	3,537	3,150	1,078	597	19,674
09:00	2,316	2,329	2,258	2,111	2,033	1,518	947	13,512
10:00	1,760	1,741	1,721	1,734	1,879	2,005	1,429	12,269
11:00	1,993	1,937	1,890	1,952	2,193	2,528	1,785	14,278
12:00	2,271	2,253	2,147	2,139	2,545	2,942	2,322	16,619
13:00	2,306	2,308	2,180	2,279	2,933	2,750	2,207	16,963
14:00	2,350	2,341	2,219	2,479	2,957	2,592	2,112	17,050
15:00	3,138	3,033	3,035	3,023	3,887	2,259	2,078	20,453
16:00	3,272	3,412	3,398	3,447	3,887	2,380	1,990	21,786
17:00	3,558	3,947	3,799	3,939	4,035	2,300	1,956	23,534
18:00	2,472	2,858	2,994	2,808	3,046	2,103	1,626	17,907
19:00	1,582	1,776	1,913	2,038	2,386	1,842	1,336	12,873
20:00	1,244	1,347	1,297	1,354	1,632	1,299	1,096	9,269
21:00	1,038	1,015	1,081	1,093	1,337	1,121	913	7,598
22:00	827	827	927	884	1,184	1,036	833	6,518
23:00	491	558	620	543	1,007	998	537	4,754
All hours ¹	38,328	39,393	39,162	39,277	44,168	35,039	27,917	263,284

¹ Includes cases where hour of day was not reported.

(b) Required to take breath test								Number of drivers & riders
Hour beginning	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	All days
Midnight	194	119	172	230	269	464	489	1,937
01:00	140	114	95	110	144	355	398	1,356
02:00	80	71	72	67	144	293	309	1,036
03:00	67	55	71	84	104	240	275	896
04:00	55	76	55	72	83	152	194	687
05:00	149	162	158	131	179	179	140	1,098
06:00	491	409	398	436	383	288	204	2,609
07:00	1,113	1,101	1,148	1,045	963	434	271	6,075
08:00	1,898	1,981	1,964	1,850	1,651	647	356	10,347
09:00	1,237	1,212	1,124	1,040	1,054	846	575	7,088
10:00	920	879	895	893	1,021	1,124	863	6,595
11:00	1,058	1,005	941	1,036	1,139	1,425	998	7,602
12:00	1,210	1,136	1,067	1,134	1,313	1,622	1,289	8,771
13:00	1,228	1,120	1,098	1,172	1,489	1,527	1,196	8,830
14:00	1,219	1,182	1,081	1,264	1,611	1,362	1,158	8,877
15:00	1,583	1,510	1,532	1,591	1,992	1,236	1,209	10,653
16:00	1,691	1,734	1,768	1,776	2,061	1,283	1,165	11,478
17:00	1,925	2,118	2,048	2,028	2,131	1,241	1,097	12,588
18:00	1,340	1,469	1,512	1,444	1,662	1,133	888	9,448
19:00	848	949	1,040	1,124	1,313	1,038	764	7,076
20:00	728	792	728	752	928	744	628	5,300
21:00	587	560	616	635	753	613	555	4,319
22:00	496	484	536	509	688	584	475	3,772
23:00	276	325	353	324	577	593	342	2,790
All hours ¹	20,537	20,563	20,475	20,752	23,652	19,423	15,838	141,240

¹ Includes cases where hour of day was not reported.

Department for Transport statistics

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RAS51003

Reported breath tests and breath test failures, all drivers and riders involved by day of week and time of day, Great Britain, 2010

(c) Failed breath test or refused to provide a specimen of breath								Number of drivers & riders
Hour beginning	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	All days
Midnight	27	16	19	34	40	104	91	331
01:00	32	23	15	19	30	99	108	326
02:00	16	15	16	14	34	78	90	263
03:00	18	7	17	16	25	83	91	257
04:00	12	12	13	13	14	52	61	177
05:00	4	6	3	9	13	40	40	115
06:00	11	1	1	8	13	31	34	99
07:00	15	7	8	9	8	20	23	90
08:00	14	15	12	7	23	26	13	110
09:00	10	6	7	10	13	18	18	82
10:00	7	6	9	2	7	23	24	78
11:00	12	2	4	5	7	20	8	58
12:00	8	0	6	12	10	23	16	75
13:00	7	7	6	11	12	18	16	77
14:00	7	13	12	7	11	28	13	91
15:00	19	13	12	19	12	26	34	135
16:00	16	21	11	18	25	33	30	154
17:00	20	17	30	37	22	46	39	211
18:00	21	19	28	29	38	35	38	208
19:00	28	24	24	28	38	51	46	239
20:00	31	33	33	23	47	51	42	260
21:00	22	21	24	26	49	74	48	264
22:00	26	27	34	22	63	50	58	280
23:00	24	27	26	30	68	85	47	307
All hours ¹	407	338	370	408	622	1,114	1,028	4,287

¹ Includes cases where hour of day was not reported.

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RAS51004

Reported breath tests and breath test failures by road user type and age, Great Britain, 2010

	Number of drivers or riders/percentage					
	Involved in accident	Tested	Tested as percentage of involved	Failed ¹	Failed as a percentage of	
					Involved	Tested
Car drivers						
Under 17	117	67	57	7	6.0	10.4
17-19	13,798	9,400	68	324	2.3	3.4
20-24	25,520	16,158	63	886	3.5	5.5
25-29	22,321	13,706	61	650	2.9	4.7
30-34	20,654	11,700	57	462	2.2	3.9
35-39	19,590	11,482	59	384	2.0	3.3
40-49	37,539	22,271	59	594	1.6	2.7
50-59	24,140	14,754	61	302	1.3	2.0
60-69	13,814	8,437	61	141	1.0	1.7
70 and over	10,465	6,299	60	50	0.5	0.8
Age not reported	24,727	1,400	6	68	0.3	4.9
All ages	212,685	115,674	54	3,868	1.8	3.3
Motorcycle riders						
Under 17	1,319	699	53	9	0.7	1.3
17-19	2,773	1,530	55	30	1.1	2.0
20-24	2,607	1,351	52	42	1.6	3.1
25-29	2,088	1,022	49	41	2.0	4.0
30-34	1,815	822	45	20	1.1	2.4
35-39	1,752	906	52	21	1.2	2.3
40-49	3,705	1,907	51	36	1.0	1.9
50-59	1,896	1,004	53	19	1.0	1.9
60-69	684	364	53	3	0.4	0.8
70 and over	167	84	50	0	0.0	0.0
Age not reported	728	76	10	1	0.1	1.3
All ages	19,534	9,765	50	222	1.1	2.3
Bus/coach drivers	7,462	2,682	36	1	0.0	0.0
Light goods vehicle drivers	12,866	6,855	53	132	1.0	1.9
Heavy goods vehicle drivers	7,615	4,884	64	30	0.4	0.6
Other drivers/riders	3,122	1,380	44	34	1.1	2.5
All motor vehicle drivers and riders						
Under 17	1,467	779	53	16	1.1	2.1
17-19	16,864	11,146	66	358	2.1	3.2
20-24	29,838	18,566	62	954	3.2	5.1
25-29	26,918	16,296	61	726	2.7	4.5
30-34	25,310	14,185	56	507	2.0	3.6
35-39	24,608	14,384	58	427	1.7	3.0
40-49	48,965	28,724	59	679	1.4	2.4
50-59	31,178	18,787	60	346	1.1	1.8
60-69	16,747	10,148	61	148	0.9	1.5
70 and over	11,014	6,559	60	52	0.5	0.8
Age not reported	30,375	1,666	5	74	0.2	4.4
All ages	263,284	141,240	54	4,287	1.6	3.0

¹ Failed breath test or refused to provide a specimen of breath.

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Source: DfT STATS19
 Last updated: 29 September 2011
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RAS51019

Estimated number of reported drink drive accidents and casualties, by Region: GB 2009

	Accidents				Casualties				Total
	Fatal	Serious	Slight	Total	Killed	Seriously injured	Killed or seriously injured	Slightly injured	
North East	10	70	270	340	10	80	90	470	560
North West	30	140	790	970	40	170	210	1,380	1,590
Yorkshire & the Humber	30	120	500	650	30	160	190	850	1,040
East Midlands	30	110	600	740	40	140	180	910	1,090
West Midlands	50	100	790	930	50	120	180	1,210	1,390
East	30	120	670	820	30	150	180	1,020	1,200
South East	50	160	1,050	1,260	50	210	260	1,530	1,790
London	20	80	390	480	20	90	110	580	690
South West	40	80	590	720	50	110	150	880	1,030
England	290	980	5,640	6,910	320	1,230	1,550	8,840	10,390
Wales	30	80	370	470	30	110	140	580	720
Scotland	20	120	520	660	30	160	180	730	920
Total	340	1,180	6,530	8,050	380	1,490	1,880	10,150	12,030

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A note on methodology can be found at: <http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-drink-drive-estimates-2010/methodology-notes-drink-drive.pdf>

Notes and definitions see: <http://www.dft.gov.uk/statistics/series/road-accidents-and-safety/>

Source: STATS19, Coroners and Procurators Fiscal

Last updated: 29 September 2011

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The figures in this table are National Statistics

Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010>

RAS52001

International comparisons of road deaths¹: number and rates for different road users:
by selected countries: 2009 and 2010 (provisional)²

	2009						2010		
	Number of car user deaths	Number of pedestrian deaths	Pedestrian deaths per million population	Pedestrian (aged 0-14) deaths per million population	Children (aged 0-14) deaths per million population	Number of road deaths	Road deaths per million population	Number of road deaths	Road deaths per million population
England	874	435	8.4	3.0	6.3	1,880	36	1,553	30
Wales	69	18	6.0	5.9	7.8	126	42	89	30
Scotland	116	47	9.0	1.2	4.7	216	42	208	40
Great Britain	1,059	500	8.3	3.0	6.2	2,222	37	1,850	31
Northern Ireland	67	24	13.4	11.2	11.2	115	64	55	31
United Kingdom	1,123	524	8.5	3.1	6.4	2,337	38	1,905	31
Austria	325	101	12.1	3.2	11.9	633	76	552	66
Belgium	464	101	9.4	2.8	8.8	944	88	840	77
Bulgaria	..	..	..	..	..	901	118	775	102
Cyprus	..	..	..	..	..	71	89	60	75
Czech Republic	497	176	16.8	4.7	10.8	901	86	802	76
Denmark	164	52	9.4	3.0	9.9	303	55	265	48
Estonia	54	23	17.2	15.0	20.0	100	75	78	58
Finland	165	30	5.6	1.1	6.7	279	52	270	50
France	2,162	496	7.7	2.0	10.2	4,273	66	3,992	62
Germany	2,110	591	7.2	2.1	8.1	4,152	51	3,651	45
Greece	680	202	17.9	6.2	26.7	1,456	129	1,281	113
Hungary	386	186	18.5	2.7	14.7	822	82	739	74
Irish Republic	144	..	..	..	12.9	238	53	212	47
Italy	1,793	667	11.1	1.9	8.4	4,237	71	3,998	66
Latvia	116	82	36.3	12.9	22.6	254	112	218	97
Lithuania	..	..	..	..	..	370	110	300	90
Luxembourg	26	..	..	33.9	67.7	48	97	32	64
Malta	9	4	9.7	0.0	15.3	21	51	15	36
Netherlands	288	63	3.8	2.4	7.9	720	44	640	39
Poland	2,179	1,467	38.5	7.0	22.0	4,572	120	3,907	102
Portugal	344	..	..	5.5	12.9	840	79	845	79
Romania	1,168	1,015	47.2	19.9	38.3	2,796	130	2,377	111
Slovakia	182	113	20.9	8.4	10.8	385	71	353	65
Slovenia	59	24	11.8	0.0	7.0	171	84	138	67
Spain	1,260	470	10.3	3.3	9.0	2,714	59	2,470	54
Sweden	219	44	4.8	5.2	5.8	341	37	266	28
Croatia	..	..	..	..	..	548	124	426	96
Israel	161	105	14.0	8.6	12.0	314	42	352	46
Iceland	9	2	6.3	0.0	0.0	17	53	8	25
Norway	143	25	5.2	..	8.8	212	44	210	43
Switzerland	136	60	7.8	6.8	17.8	349	45	327	42
Australia	1,039	195	8.8	3.6	16.9	1,490	67	1,366	60
Canada	..	..	..	2.3	9.6	2,209	66	..	..
Japan	1,190	2,012	15.8	2.6	6.8	5,772	45	5,745	45
New Zealand	287	31	7.2	3.4	24.7	384	89	375	87
Republic of Korea	1,330	2,137	43.8	11.7	18.8	5,838	120	..	..
United States of America	13,095	4,092	13.3	13.5	65.8	33,186	108	32,788	106

The figures for non United Kingdom countries are outside the scope of National Statistics.

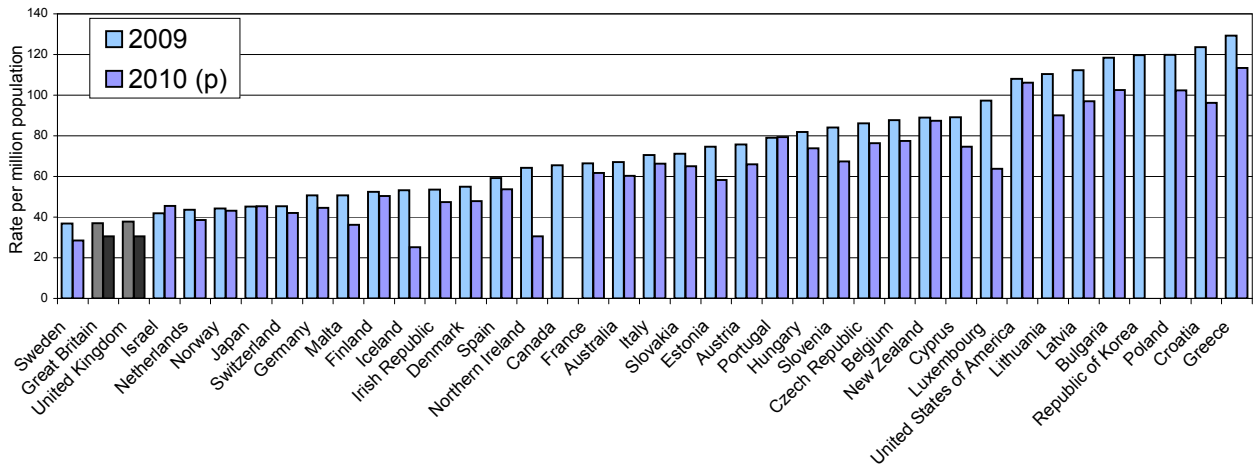
1 In accordance with the commonly agreed international definition, most countries define a fatality as one being due to a road accident where death occurs within 30 days of the accident. The official road accident statistics of some countries however, limit the fatalities to those occurring within shorter periods after the accident. Numbers of deaths and death rates in the above table have been adjusted according to the factors used by the Economic Commission for Europe and the International Transport Forum (ITF) (formerly known as ECMT) to represent standardised 30-day deaths: Italy (7 days) +8%; France (6 days) +5.7%; Portugal (1 day) +14%; Republic of Korea (3 days) +15%.

2 Source: International Road Traffic and Accident Database (OECD), ETSC, EUROSTAT and CARE (EU road accident database).

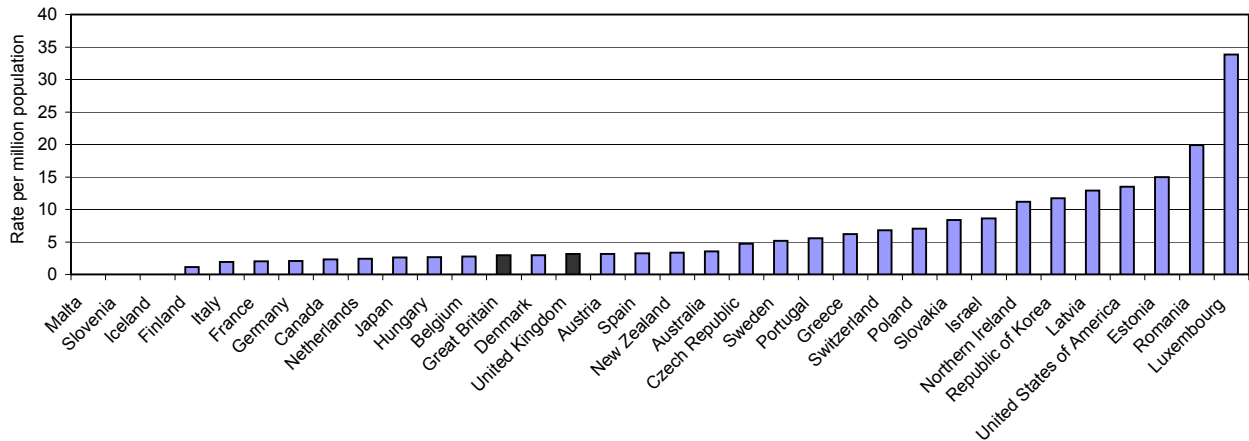
RAS52001

International comparisons of road deaths by selected countries: 2009 and 2010 (provisional) charts

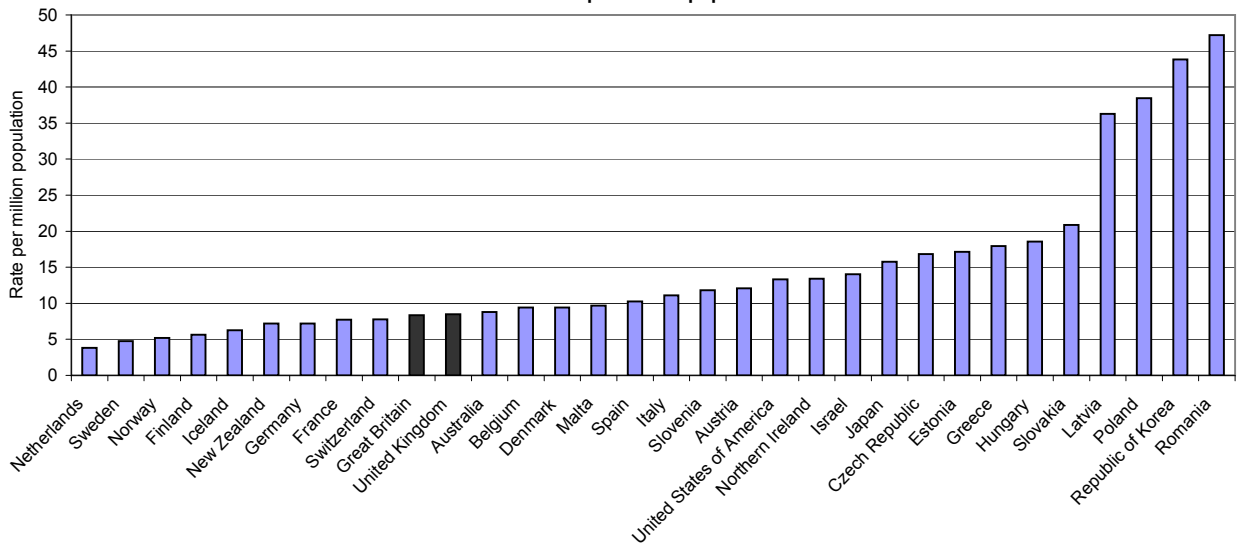
Road deaths per million population: 2009 and 2010 (provisional)



Child (aged 0 - 14) pedestrian deaths per million population: 2009



Pedestrian deaths per million population: 2009



Department for Transport statistics

<http://www.dft.gov.uk/statistics/series/transport-statistics-great-britain/>

RAS53001

Passenger casualty rates by mode: 2001-2010¹

Per billion passenger kilometres

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2001-2010
Air²											
Killed	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
KSI ³	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.01	0.00	0.00	0.00
All ⁴	0.00	0.00	0.00	0.01	0.00	0.01	0.00	0.04	0.01	0.00	0.01
Rail^{5,6}											
Killed	0.0	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
All	36.7	35.3	32.5	31.3	26.0	26.3	23.2	24.5	26.0	26.4	28.4
Water⁷											
Killed	0.4	0.0	0.0	0.0	0.3	0.3	0.0	0.9	0.4	0.8	0.3
KSI	54	50	61	44	36	39	45	74	52	40	49
Bus or coach⁸											
Killed	0.2	0.4	0.2	0.4	0.2	0.4	0.3	0.1	0.3	0.2	0.3
KSI	11	11	10	10	7	9	10	10	8.2	8.2	9
All 191		173	175	178	158	152	159	157	139.2	139.3	162
Car⁹											
Killed	2.8	2.7	2.7	2.6	2.6	2.4	2.2	1.9	1.6	1.3	2.3
KSI	31	29	27	25	22	22	20	18	17	15	22
All 323		304	291	282	274	259	247	224	218	206	275
Van⁹											
Killed	0.9	1.0	0.9	0.8	0.6	0.6	0.6	0.5	0.4	0.4	0.7
KSI	11	11	10	8	7	6	5	5	5	4	7
All 102		96	89	76	73	68	59	54	53	50	71
Motorcycles⁹											
Killed	112	111	114	105	97	107	97	89	84	79	100
KSI	1,405	1,367	1,264	1,194	1,109	1,155	1,116	1,089	1,031	1,021	1,174
All 5,539		5,168	4,692	4,606	4,232	4,156	3,887	3,881	3,666	3,681	4,345
Pedal cycle											
Killed	33	29	25	32	33	32	32	24	21	22	28
KSI	632	555	534	548	533	527	541	541	547	553	556
All 4,512		3,874	3,775	3,956	3,740	3,494	3,814	3,435	3,444	3,428	3,732
Pedestrian											
Killed	47	42	41	35	36	36	36	31	26	23	35
KSI	521	471	424	394	384	371	382	358	319	322	394
All 2,332		2,117	1,944	1,836	1,794	1,631	1,665	1,536	1,420	1,486	1,773

The figures for Air, Rail and Water modes are outside the scope of National Statistics

1 Figures have been revised from those published in previous years, see Notes and Definitions for more details

2 Passenger casualties in accidents involving UK registered airline aircraft in UK and foreign airspace.

3 KSI = Killed or seriously injured

4 All = Killed, seriously and slightly injured

5 Financial years and National Rail only.

6 Passenger casualties involved in train accidents and accidents occurring through movement of railway vehicles.

7 Passenger casualties on UK registered merchant vessels.

8 Financial year passenger kilometres data revised from 2004/05. A break in the local bus series (outside London) due to changes in the estimation methodology from 2004/05 mean figures before 2004/05 are not comparable.

9 Driver and passenger casualties.

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Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010>

RAS90001

Vehicle population, traffic and road length, Great Britain, 2000-2010

(a) Vehicles currently licensed by body type

Thousands

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Motorcycles	954	1,010	1,070	1,135	1,191	1,206	1,210	1,248	1,275	1,276	1,234
of which:											
Over											
not over											
50cc	151	165	166	170	172	163	153	149	147	137	129
50cc - 125cc	171	184	189	194	202	206	212	225	238	239	241
125cc - 500cc	198	195	204	210	212	209	203	202	203	203	198
over 500cc	432	465	511	560	605	628	642	672	686	697	666
Cars ¹	24,406	25,126	25,782	26,240	27,028	27,520	27,609	28,000	28,161	28,246	28,421
Buses or coaches ²	71	71	72	73	73	74	74	75	75	75	75
Light good vehicles	2,383	2,461	2,542	2,653	2,822	2,943	3,023	3,149	3,191	3,185	3,208
Heavy good vehicles	471	477	485	491	506	508	508	511	496	478	470
Other motor vehicles ³	614	601	605	616	638	645	646	668	686	699	712
All motor vehicles	28,898	29,747	30,557	31,207	32,259	32,897	33,070	33,651	33,883	33,958	34,120

Source: DVLA/DfT

(b) Traffic by vehicle type

Billion vehicle miles

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Pedal cycles	2.6	2.6	2.7	2.8	2.6	2.8	2.9	2.6	2.9	3.1	3.1
Motorcycles	2.8	3.0	3.2	3.5	3.2	3.4	3.2	3.5	3.2	3.2	2.9
Cars and taxis ⁴	234	238	244	244	247	247	250	251	250	249	244
Buses or coaches ²	3.2	3.2	3.2	3.3	3.2	3.2	3.3	3.6	3.2	3.2	3.2
Light goods vehicles	32	33	34	36	38	39	40	42	42	41	42
Heavy goods vehicles	18	17	18	18	18	18	18	18	18	16	16
All motor vehicles	290	295	302	305	310	310	315	319	316	313	308
All vehicles	293	297	305	308	312	313	318	321	319	316	311

Source: DfT National Road Traffic Survey

(c) Traffic by road class

Billion vehicle miles

	2,000	2,001	2,002	2,003	2,004	2,005	2006	2007	2008	2009	2010
Motorways	55	56	58	58	60	60	62	62	62	62	61
A roads	132	134	136	138	140	139	141	140	139	139	137
Minor roads ⁵	106	107	111	112	113	114	115	119	118	116	113
All roads	293	297	305	308	312	313	318	321	319	316	311

Source: DfT National Road Traffic Survey

(d) Road length by road class and urban and rural roads

Miles

	2,000	2,001	2,002	2,003	2,004	2,005	2006	2007	2008	2009	2010
Motorways	2,154	2,160	2,161	2,161	2,189	2,187	2,209	2,211	2,211	2,212	2,211
A roads											
Urban	6,906	6,917	6,923	6,914	6,921	6,902	6,924	6,921	6,901	6,916	6,904
Rural	22,054	22,072	22,079	22,074	22,077	22,090	22,132	22,123	22,112	22,145	22,118
All A roads	28,960	28,989	29,001	28,988	28,998	28,991	29,056	29,044	29,012	29,061	29,022
Minor roads ⁵											
Urban	81,047	81,277	81,505	81,745	80,727	80,894	81,226	81,360	81,349	81,536	81,575
Rural	130,321	130,511	130,701	130,896	128,975	129,025	132,583	132,750	132,538	132,277	132,170
All minor roads	211,367	211,788	212,206	212,641	209,702	209,919	213,809	214,110	213,887	213,813	213,745
All roads	242,482	242,937	243,368	243,790	240,889	241,097	245,074	245,366	245,110	245,086	244,978

1 Excludes three wheelers.

Source: DfT Roads major roads database and information from Local Authorities and Ordnance Survey

2 Excludes minibuses.

3 Includes taxis, minibuses and three wheelers.

4 Includes three wheelers.

5 B roads, C roads and unclassified surfaced roads.

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[Notes & Definitions](#)

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Department for Transport statistics

<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010>

RAS90002

Road traffic by vehicle type and road class, Great Britain, 2009-2010 and 1994-98 average

Billion vehicle miles

2010	Pedal cycles	Motorcycles	Cars and taxis	Buses and coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles	All vehicles
Motorways	..	0.3	46	0.3	7.5	7.1	61	61
Urban A roads	0.4	0.5	41	0.7	6.0	1.6	50	50
Rural A roads	0.1	0.7	68	0.6	12	5.8	87	87
All A roads	0.5	1.2	109	1.3	18	7.4	136	137
All major roads	0.5	1.5	155	1.6	25	15	197	198
Minor roads ¹	2.6	1.4	89	1.6	17	1.9	111	113
All roads	3.1	2.9	244	3.2	42	16	308	311

2009	Pedal cycles	Motorcycles	Cars and taxis	Buses and coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles	All vehicles
Motorways	..	0.3	47	0.3	7.6	7.0	62	62
Urban A roads	0.4	0.6	41	0.7	6.0	1.6	50	50
Rural A roads	0.1	0.8	69	0.6	12	5.8	88	88
All A roads	0.5	1.3	111	1.3	18	7.4	138	139
All major roads	0.5	1.6	157	1.6	25	14	200	201
Minor roads ¹	2.5	1.6	92	1.6	16	2.0	113	116
All roads	3.1	3.2	249	3.2	41	16	313	316

1994 - 98 Average	Pedal cycles	Motorcycles	Cars and taxis	Buses and coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles	All vehicles
Motorways	..	0.2	37	0.3	5.0	6.3	49	49
Urban A roads	0.4	0.5	42	0.8	4.9	2.0	50	50
Rural A roads	0.1	0.6	61	0.5	8.1	5.9	76	77
All A roads	0.5	1.1	103	1.3	13	7.9	126	127
All major roads	0.5	1.3	140	1.7	18	14	175	175
Minor roads ¹	2.0	1.1	83	1.4	11	2.1	99	101
All roads	2.5	2.4	223	3.1	29	16	274	276

1 B roads, C roads and unclassified surfaced roads.

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[Notes & Definitions](#)

Source: DfT National Road Traffic Survey
 Last updated: 29 September 2011
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The figures in this table are National Statistics

Notes to individual tables

RAS10004 (previously Table 14). The total number of accidents is classified according to the number of each severity of injury resulting from them.

RAS10016 (previously Table 16a). “Raining” includes drizzle, hail and sleet not tending to build up a deposit. “Snowing” includes sleet building up a deposit. “Fog” does not include light mist if it does not constitute a driving hazard on the road where the accident occurred.

RAS10008 (previously Table 18). Carriageway hazards are recorded as such, whether or not the animal or object concerned was hit and whether or not its presence is known to have contributed to the accident. “Other object in carriageway” comprises those not expected to be found in the carriageway; it does not include permanent features such as a bollard or pedestrian refuge. “Animal in carriageway” includes led animals, but not ridden horses which are recorded separately on the accident statistics report.

RAS10009 (previously Table 19). An accident is considered to be at a junction if it is within 20 metres of an intersection or roundabout. Grade separated crossings (by bridge or underpass) are not junctions. “Roundabout” includes mini-roundabout junctions, “T junction” includes slip roads joining dual carriageways. “Crossroads” includes only junctions where the alignments of both of the roads are uninterrupted, whatever the angle of the crossing, i.e. the arms are not staggered. If there is more than one junction within 20 metres of the accident, the nearest is coded.

RAS10010 (previously Table 20). This table only covers accidents where one vehicle is involved. It does not cover accidents involving two or more vehicles.

RAS10011 (previously Table 21). In column 6, “other combination” means that at least one of the vehicles involved is not a car.

RAS20003 (previously Table 40). This table shows the number of vehicles involved in fatal, serious, and slight accidents and data for other vehicles (i.e. taxis and minibuses) that usually come within the definition of a “car” in this publication.

RAS20005 (previously Table 42). Although pedal cycles are occasionally reported as having been involved in accidents on motorways, no attempt is made to estimate cycle traffic on motorways or to calculate corresponding rates. In other cells of the table, the rates are subject to uncertainty because of the small number of involvements (see RAS20004) and because the traffic estimates are based on a small number of counting points.

RAS20007 (previously Table 44). “Skidded” does not include vehicles which also jack-knifed. A vehicle which, as a result of the accident, was at any time on its roof, side, front or rear is recorded as having overturned, even though it may have come to rest on its wheels.

RAS20008 (previously Table 45). In all cases the manoeuvres are those being performed immediately before the accident. For definition of “at a junction” see note to RAS10009.

RAS30015 (previously Table 16b). See note to RAS10016

RAS30017 (previously Table 25). The table gives the number of casualties in accidents involving different types of vehicle. As a large proportion of accidents involve two or more vehicles, not necessarily of the same type, many casualties will be counted in two or more columns of this table. Pedestrian casualties are included under each type of vehicle involved in the accident. For example (first row, under the heading “Car”), 263 road users were killed in accidents on built-up A roads in which a car was involved.

RAS30018 (previously Table 26). The casualty rates, for a particular type of vehicle, have been calculated by dividing the number of user or pedestrian casualties by the total amount of traffic estimated for the particular type of vehicle on a particular class of road.

RAS30019 (previously Table 27). This table shows the number of casualties in fatal, serious, and slight accidents for each of the road user types listed and these are further split by drivers or riders and passengers.

RAS30020 (previously Table 28). Casualty rates are calculated by dividing the number of casualties of each road user type by the total number of vehicle kilometres travelled by that vehicle type each month. In calculating rates, no allowance has been made for the number of persons per vehicle, which may vary from month to month.

The table shows separate monthly casualties in respect of motorcycles and passenger car users as distinct from the remainder of the “car” category. Monthly rates are only possible for the groups shown.

RAS30027 (previously Table 33). A “zebra” crossing has broad black and white stripes on the road and orange flashing beacons. A “pelican” or “puffin” crossing has lights controlling the traffic including a flashing amber phase, and lights controlling pedestrians (or pedestrians and cyclist/horse riders) including a flashing “green man” phase. This category also includes any crossing with traffic lights which is not a pelican/puffin/toucan crossing but which has an indicator light for pedestrians only. “Light controlled junction (with pedestrian phase)” is any crossing with traffic lights at a junction, with a “green man phase” or other indicator light for pedestrians, this does not include normal traffic signals with pedestrian stud crossing points but no special indicator lights for pedestrians. Crossings with “human control” are those controlled by school crossing (“lollipop”) patrols and other authorised persons (police, traffic wardens).

RAS30031 – 1994-98 worksheet (previously Table 46b). The figures shown in this Table are the actual figures held by the Department.

Revised 1994-98 baseline figures have been agreed by the Department's Road Safety Division with a number of local authorities, where they have been able to demonstrate that the averages shown in the 1994-98 worksheet are not directly comparable with the figures reported for the current year. The revised baselines are shown in the following table.

LTP Authority	All KSI Child	KSI	Slights
Bracknell Forest UA ¹ 72		9	414
Buckinghamshire ¹ 413		44	2,361
Derby UA ¹	153	30	Not revised
Derbyshire ¹	658	80	Not revised
Herefordshire ²	249	Not revised	Not revised
Milton Keynes UA ¹ 188		25	1,072
North Yorkshire ²	1,034	108	2,947
Oxfordshire ¹ 544		54	2,726
Reading UA ¹ 99		14	565
Slough UA ¹ 93		13	534
West Berkshire UA ¹ 134		14	764
Windsor and Maidenhead UA ¹ 106		10	608
Wokingham UA ¹ 101		12	576
Worcestershire UA ²	548	Not revised	Not revised
York UA ² 137		14	697

Contact: Road Safety Division, road.safety@dft.gsi.gov.uk

1. Changes in police reporting practices for severity categorisation.
2. Boundary changes when unitary authorities were created.

RAS30035 (previously Table 50). This table compares the number of registered road deaths (as published by the Registrars General) with all accidental deaths and with deaths from all causes (both of which include registered road deaths). Road deaths published by the Registrars General are based on the date of death as opposed to the date of death registration. They differ from the STATS19 figures that are restricted to deaths within 30 days of an accident. Year to year fluctuations occur due to time lags between accident and death and registration of death.

RAS40001 (previously Table 2). The completeness of reporting for slight injuries may vary over such a long time period. The reporting rate is especially influenced by public attitudes about reporting to the police, and the police awareness of the requirement to collect a defined long range of slight injury accidents.

RAS40002 (previously Table 12). The casualties in columns 3 to 6 are those resulting from the accidents in column 1. They are classified by severity of injury suffered by the casualty (columns) and by the severity of accident, i.e. of the most severely injured casualty in the accident (rows).

RAS40003 (previously Table 13). Provides for each speed limit in common use, the number of accidents and casualties on major roads - motorways (including A(M) roads) and A roads - and on minor roads. An accident on a road with any other limit is included with those of the next higher limit.

RAS40004 (previously Tables 23a, b & c). Columns 1 and 2 give, for each vehicle type, the number of accidents in which only one such vehicle was involved, showing the user casualties and any pedestrian casualties involved; e.g. in the All Areas table, 539 accidents involved only a pedal cycle, giving rise to 542 cyclist casualties (riders and passengers); a further 321 accidents also involved 326 pedestrian casualties as well as 82 cyclist casualties.

Columns 3 to 10 analyse two-vehicle accidents according to both vehicle types, also giving, by severity of injury, the casualties for the users of the vehicle class defined on the left (under vehicle A) and pedestrians who were (first) hit by vehicles of that class. Thus 13,911 accidents involved a pedal cycle and a car, resulting in 13,776 pedal cyclist casualties and 11 pedestrian casualties hit by the pedal cycle. The car user casualties and pedestrians hit by cars, in these same accidents, appear in the fourth group of column 3. Where both vehicles are of the same class, the casualties refer to those deriving from both vehicles, e.g. 89 accidents involved two pedal cycles with 115 cyclist casualties with 1 pedestrian hit by one or other pedal cycle.

Column 11 shows the total number of two vehicle accidents for the vehicle class defined on the left (under vehicle A).

Column 12 includes all accidents involving 3 or more vehicles, at least one of which is of the class on the left (under vehicle A), together with casualties associated with that class in such accidents; e.g. 503 such accidents involved at least one pedal cycle, with 524 cyclist casualties but with no pedestrians involved. Other casualties in these accidents would appear against the other vehicle classes concerned.

Column 13 is the sum of columns 1, 2, 11, and 12. In multi-vehicle accidents, the accidents (but not casualties) are multi-counted; e.g. the total number of accidents involving goods vehicles is the sum of involving 12,242 light goods vehicles (LGV) and 7,103 heavy goods vehicles (HGV) less the 273 accidents which involved both an HGV and a LGV and less any of the 3 or more vehicle accidents which involved at least one of each.

RAS40005 (previously Table 53). This table shows the number of foreign registered vehicles, the number of accidents involving these vehicles and casualties arising from these accidents. Where vehicles types are specified; only the foreign registered vehicle categories relevant to that vehicle type are included (eg. Motorcycles erroneously coded as "foreign registered - left hand drive" will not be included in the Motorcycles rows). However, in the Other vehicles and All vehicles rows, all foreign registered vehicles are included, regardless of whether the foreign registration category is a valid match for the vehicle type.

RAS51002 (previously Table 11). The figures relate to drivers (or riders) of cars, motor vehicles and motorcycles involved in accidents, whether or not the driver was a casualty. The first line gives the number of all such drivers of accident involved vehicles, including those who were not with their vehicles or not contacted by the police, as well as cases where injury or circumstances would have prevented a breath test. The second line gives the number required to take a breath test near the place of the accident, or at a hospital in the case of a casualty admitted there as a patient, provided the doctor in charge of the patient has not objected; it does not include breath tests at a police station following an arrest. The fourth line gives the number of positive tests, which indicated a breath alcohol concentration in excess of 35 micrograms per 100 millilitres of blood, plus the number of drivers required to provide a breath test who either refused or failed to provide a specimen of breath. No account is taken of whether or not a possible second breath test, or blood or urine test, confirmed the results, and whether or not a prosecution followed.

RAS51003 and ras51004 (previously Tables 37 and 39). See note to RAS51002 for the coverage of breath test data. The small number of breath tests which have been recorded as carried out on pedal cyclists and drivers of non motor vehicles have been excluded.

RAS52001 (previously Table 51). Provisional 2010 fatality and fatality rates per million population have been included together with 2009 data.

RAS53001 (previously Table 52). There have been a number of small changes due to revisions in road traffic data to this table, but these have had little effect on the comparisons of the different modes.

For rail, changes in reporting regulations mean that serious and minor injuries are no longer collected; only casualties taken from the scene of the accident to hospital are included in these figures.

For Maritime, the latest table contains revisions to various years data between 2000 and 2006. For further details see the Annual Report by the Marine Accident Investigations Branch at www.maib.gov.uk.

For Pedestrians, exposure is calculated using trip data from the National Travel Survey (NTS). There is an apparent under-recording of short walks in 2002-2003 and in 2007-2008 compared to other years. See section 1 of National Travel Survey 2008 Bulletin at: <http://www.dft.gov.uk/pgr/statistics/datatablespublications/personal/mainresults/nts2008/>

Passenger casualty rates given in the table can be interpreted as the risk a traveller runs of being injured, per billion kilometres travelled. The coverage varies for each mode of travel and the definitions of injuries and accidents are different. Thus care should be exercised in drawing comparisons between the rates for different modes. Further information can be found in article 7 of RCGB 2007 (page 79).

<http://webarchive.nationalarchives.gov.uk/20110503151558/http://dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar/roadcasualtiesgreatbritain20071>

The table provides information on passenger casualties and where possible travel by drivers and other crew in the course of their work has been excluded. Exceptions are for private journeys and those in company owned cars and vans where drivers are included. Figures for all modes of transport exclude confirmed suicides and deaths through

natural causes. Figures for air, rail and water exclude trespassers and rail excludes attempted suicides. Accidents occurring in airports, seaports and railway stations that do not directly involve the mode of transport concerned are also excluded; for example, injuries sustained on escalators or falling over packages on platforms.

The following definitions are used:

Air: Accidents involving UK registered airline aircraft in UK and foreign airspace. Fixed wing and rotary wing aircraft are included but air taxis are excluded. Accidents cover UK airline aircraft around the world not just in the UK.

Rail: Train accidents and accidents occurring through movement of railway vehicles in Great Britain. As well as national rail the figures include accidents on underground and tram systems, Eurotunnel and minor railways.

Water: Figures for travel by water include both domestic and international passenger carrying services of UK registered merchant vessels.

Road: Figures refer to Great Britain and include accidents occurring on the public highway (including footways) in which at least one road vehicle or a vehicle in collision with a pedestrian is involved and which becomes known to the police within 30 days of its occurrence. Figures include both public and private transport. More information and analyses on road accidents and casualties can be found in Part 4: Road traffic, freight, accidents and motor vehicle offences.

Bus or coach: Figures for work buses are included.

Car: Includes taxis, invalid tricycles, three and four wheel cars and minibuses. Prior to 1999 motor caravans were also included.

Van: Vans mainly include vehicles of the van type constructed on a car chassis. These are defined as those vehicles not over 3.5 tonnes maximum permissible gross vehicle weight.

Motorcycles: Mopeds, motor scooters and two-wheeled motor vehicles (including motor cycle combinations).

Pedal cycle: Includes tandems, tricycles and toy cycles ridden on the carriageway.

Pedestrian: Includes persons riding toy cycles on the footway, persons pushing bicycles, pushing or pulling other vehicles or operating pedestrian controlled vehicles, those leading or herding animals, occupants of prams or wheelchairs, and people who alight safely from vehicles and are subsequently injured.

Reported Road Casualties in Great Britain: notes, definitions, symbols and conventions

Notes

The statistics refer to personal injury accidents on public roads (including footways) which become known to the police within 30 days. In particular, damage-only accidents, with no human casualties or accidents on private roads or car parks are not included. The data are collected by police at the scene of an accident or in some cases reported by a member of the public at a police station. Some 50 data items are collected for each accident, including the time and location of the accident, the types of vehicles involved and what they were doing at the time of the accident, and some information on the drivers and casualties involved. The data are processed and then passed by the police (or their agent) to the Department for final checking and analysis.

The form (STATS19) used to collect the statistics and instructions (STATS20) which give more detail on the definitions used for completion) are published by the Department for Transport, the Scottish Government and the Welsh Assembly Government, on the DfT website at: <http://www.dft.gov.uk/statistics/series/road-accidents-and-safety/>

As noted above, statistics on road safety in Great Britain are mostly based on accidents reported to the police via the STATS19 system. Comparisons with death registration statistics show that very few, if any, road accident fatalities are not reported to the police. However, it has long been known that a considerable proportion of non-fatal casualties are not known to the police, as hospital, survey and compensation claims data all indicate a higher number of casualties than are reported.

The Department produces an annual 'best estimate' of the total number of road casualties in Great Britain each year, including those not reported to police. This is derived primarily from National Travel Survey (NTS) data. The latest such estimates, along with a description of how they have been derived and their limitations, are set out in an annual article published in the in Reported Road Casualties Great Britain annual report.

The STATS19 data are therefore not a complete record of all injury accidents and this should be borne in mind when using and analysing the data. However, they remain the most detailed, complete and reliable single source of information on road casualties covering the whole of Great Britain, in particular for monitoring trends over time.

Definitions

Accident: Involves personal injury occurring on the public highway (including footways) in which at least one road *vehicle* or a *vehicle* in collision with a *pedestrian* is involved and which becomes known to the police within 30 days of its occurrence. One accident may give rise to several *casualties*. "Damage-only" accidents are not included in this publication.

Adults: Persons aged 16 years and over (except where otherwise stated).

Agricultural vehicles: Mainly comprises agricultural tractors (whether or not towing) but also includes mobile excavators and front dumpers.

Built-up roads: *Accidents* on "built-up roads" are those which occur on roads with *speed limits* (ignoring temporary limits) of 40 mph or less. "Non built-up roads" refer to speed limits over 40 mph. *Motorway accidents* are shown separately and are excluded from the totals for built-up and non built-up roads.

Buses and coaches: Buses or coaches equipped to carry 17 or more passengers, regardless of use.

Cars: Includes *taxis*, estate cars, three and four wheel cars and minibuses except where otherwise stated. Also includes motor caravans prior to 1999.

Casualty: A person *killed* or *injured* in an *accident*. *Casualties* are sub-divided into *killed*, *seriously injured* and *slightly injured*.

Children: Persons under 16 years of age (except where otherwise stated).

Darkness: From half an hour after sunset to half an hour before sunrise, i.e. "lighting-up time".

Daylight: All times other than *darkness*.

DfT: Department for Transport

Drivers: Persons in control of *vehicles* other than *pedal cycles*, *motorcycles* and ridden animals (see *riders*). Other occupants of *vehicles* are *passengers*.

Failed breath test: *Drivers* or *riders* who were tested with a positive result, or who failed or refused to provide a specimen of breath (see note on Table RAS51002 in "Notes to individual tables" for the coverage of breath test data).

Fatal accident: An accident in which at least one person is *killed*.

Goods vehicles: These are divided into two groups according to vehicle weight. They include tankers, tractor units without their semi-trailers, trailers, articulated vehicles and pick-up trucks.

Heavy goods vehicles (HGV): Goods vehicles over 3.5 tonnes maximum permissible gross vehicle weight (gvw).

Light goods vehicles (LGV): Goods vehicles, mainly vans (including car derived vans), not over 3.5 tonnes maximum permissible gross vehicle weight.

Injury accident: An *accident* involving human injury or death.

Killed: Human casualties who sustained injuries which caused death less than 30 days (before 1954, about two months) after the *accident*. Confirmed suicides are excluded.

KSI: Killed or seriously injured.

Light Goods Vehicle (LGV): see *Goods vehicles*

Motorcycles: Two-wheel motor vehicles, including mopeds, motor scooters and motor cycle combinations.

Motorways: Motorway and A(M) roads.

Other roads: All B, C and unclassified roads, unless otherwise noted (i.e. Table RAS30009).

Other vehicles: Other motor *vehicles* include ambulances, fire engines, trams, refuse *vehicles*, road rollers, *agricultural vehicles*, excavators, mobile cranes, electric scooters and motorised wheelchairs etc, except where otherwise stated. Other non motor *vehicles* include those drawn by an animal, ridden horse, wheelchairs without a motor, street barrows etc, except where otherwise stated. In certain tables "*other vehicles*" may also include *buses and coaches* and/or *goods vehicles*, as indicated in a footnote.

Passengers: Occupants of *vehicles*, other than the person in control (the *driver* or *rider*). Includes pillion passengers.

Pedal cycles: Includes tandems, tricycles and toy cycles ridden on the carriageway. From 1983 the definition includes a small number of cycles and tricycles with battery assistance with a maximum speed of 15 mph.

Pedal cyclists: *Riders* of *pedal cycles*, including any *passengers*.

Pedestrians: Includes children riding toy cycles on the footway, persons pushing bicycles, pushing or pulling other *vehicles* or operating pedestrian-controlled *vehicles*, those leading or herding animals, children in prams or buggies, and people who alight safely from *vehicles* and are subsequently injured.

Riders: Persons in control of *pedal cycles*, *motorcycles* or ridden animals. Other occupants of these *vehicles* are *passengers*.

Road users: Pedestrians and vehicle riders, drivers and passengers.

Rural Roads: Major roads and minor roads outside urban areas and having a population of less than 10 thousand.

Serious accident: One in which at least one person is seriously injured but no person (other than a confirmed suicide) is *killed*.

Serious injury: An injury for which a person is detained in hospital as an “in-patient”, or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushings, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the *accident*. An injured *casualty* is recorded as *seriously* or *slightly injured* by the police on the basis of information available within a short time of the *accident*. This generally will not reflect the results of a medical examination, but may be influenced according to whether the casualty is hospitalised or not. Hospitalisation procedures will vary regionally.

Severity: Of an *accident*, the severity of the most severely injured *casualty* (either *fatal*, *serious* or *slight*). Of a *casualty*; *killed*, *seriously injured* or *slightly injured*.

Slight accident: One in which at least one person is *slightly injured* but no person is *killed* or *seriously injured*.

Slight injury: An injury of a minor character such as a sprain (including neck whiplash injury), bruise or cut which are not judged to be severe, or slight shock requiring roadside attention. This definition includes injuries not requiring medical treatment.

Speed limits: Permanent speed limits applicable to the roadway.

Taxi: Any vehicle operating as a hackney carriage, regardless of construction, and bearing the appropriate district council or local authority hackney carriage plates. Also includes private hire cars.

Users of a vehicle: All occupants, i.e. *driver* (or *rider*) and *passengers*, including persons injured while boarding or alighting from the *vehicle*.

Urban Roads: Major and minor roads within an urban area with a population of 10 thousand or more. The definition is based on the 1991 Office of the Deputy Prime Minister definition of urban settlements. The urban areas used for this bulletin are based on 2001 census data.

Vehicles: Vehicles (except *taxis*) are classified according to their structural type and not according to their employment or category of licence at the time of an *accident*.

Vehicles involved in accidents: *Vehicles* whose *drivers* or *passengers* are injured, which hit and injure a *pedestrian* or another *vehicle* whose *driver* or *passengers* are injured, or which contributes to the *accident*. *Vehicles* which collide, after the initial *accident* which caused injury, are not included unless they aggravate the degree of injury or lead to further *casualties*. Includes *pedal cycles* ridden on the footway.

Symbols and conventions used

Rounding of figures: In tables where figures have been rounded, there may be an apparent slight discrepancy between the sum of the constituent items and the total as shown.

Symbols: The following symbols have been used throughout:

0 = nil or negligible (less than half the final digit shown).

.. = not available/applicable.

Conversion factor: 1 mile = 1.6093 kilometres.

Billion = One thousand million = 10^9

Calendar of events affecting road safety and traffic

1903-1904: Motor Car Act introduced driving licences. Vehicle braking requirements are introduced for the first time.

1927: First automatic traffic light signals installed.

1930: Speed limit of 20 mph is abolished for cars and cycles. PSVs are limited to 30 mph and maximum working hours for PSV and goods vehicle drivers are introduced. Testing for some driving licences is made compulsory. Third party insurance cover becomes necessary. Minimum driving age set.

1931: Highway Code first issued.

1934-1935: In built-up areas a speed limit of 30 mph is made compulsory. HGV licences are introduced. The first pedestrian crossings appear. Regulations concerning vehicle safety glass and windscreen wipers are introduced. Invention of “cats eyes” reflecting road studs. Compulsory driving tests introduced as part of the Road Traffic Act. “L” plates introduced.

1939-1945: Signposts removed during wartime. Driving tests are suspended with examiners designated as Traffic Officers, supervising fuel rationing.

1946-1948: Wartime lighting restrictions are relaxed and driving tests restored in 1946. Petrol allowance of 180 miles per month is permitted.

1949-1954: New anti-dazzle regulations are introduced. Legislation concerning new lighting and school crossing patrols are introduced. Flashing indicators on motor vehicles are legalised. Brakes on pedal cycles are made compulsory. Introduction of zebra crossings. New Highway Code features first colour illustrations.

1955-1957: Regulations concerning parking without lights in London are introduced. The maximum length allowed for vehicles is increased. Holders of lapsed licences issued over 10 years previously must retake driving test to obtain a new licence. Penalties for drinking and driving are extended to pedal cyclists. Fuel shortages resulting from the Suez crisis in 1956 decrease motor traffic; driving tests are suspended during the crisis. First motorway opened.

1959-1960: Motorway regulations, new vehicle lighting regulations and double white lines are introduced. Speed limit of 40 mph introduced for some roads. Learner motorcyclists are restricted to riding machines of under 250 cc. Annual testing of 10 year old cars and LGVs is introduced. Introduction of parking meters on London streets. Yellow lines denoting waiting restrictions introduced. Stanmore examiner training school opened.

1961-1963: Testing of all vehicles of 30 cwt and under and more than 7 years old is made compulsory. A valid test certificate is required to obtain a vehicle licence. Free copies of the Highway Code are circulated. TV car safety campaign *You Know It Makes Sense* launched, encouraging use of seatbelts. Motorcyclists permitted to ride bikes over 250cc (after passing their test) under the Road Traffic Act 1962.

1964-1965: Introduction of trial speed limit of 70 mph on motorways and other previously derestricted roads. First “Drink and Drive” publicity campaign.

1966-1967: Seat belt fitting is made compulsory for new cars. It becomes an offence to drive with over 80mg of alcohol per 100ml of blood. Breath tests introduced. Permanent

maximum speed limit of 70 mph introduced for previously unrestricted roads. HGVs banned from the outside lane of motorways.

1968-1969: Introduction of plating and testing of goods vehicles and voluntary HGV driving tests - Regulations on drivers' working hours are introduced. Test certificate now required for cars more than 3 years old. Pelican crossings are introduced. First UK bus lane introduced in Park Lane, London.

1970-1972: HGV driving test and registration of driving instructors becomes compulsory. 16 year olds are limited to riding mopeds only. Rear markings and long vehicle signs are made compulsory for HGVs. Zig Zag markings introduced at zebra crossings. Child seatbelt TV campaign *Your Seatbelt is their Security* is launched in 1970. The following year sees the introduction of the *Clunk Click Every Trip* seatbelt campaign. The Green Cross Code is launched to promote child pedestrian safety, aimed specifically at children themselves.

1973-1974: Safety helmets are made compulsory for two-wheeled motor vehicle users. Energy crisis leads to petrol shortages and large fuel price increases and to temporary 50 mph national maximum speed limit.

1975-1976: Vehicles now required to be lit when daylight visibility is seriously reduced. Minimum age of trainee HGV drivers reduced to 18.

1977: Mopeds redefined to 30 mph maximum design speed. MOT test widened to include windscreen wipers and washers and exhaust systems. 1977 Christmas drink drive campaign slogan *Think before you drink before you drive* is used by the Brewers and Licensed Retailers Association in later education campaigns.

1978: 60 and 70 mph speed limits are made permanent. New rules on the maximum number of hours that may be worked by goods vehicle drivers are introduced. High intensity rear fog lamps become a mandatory fitment to most vehicles manufactured after 1 October 1979 and used from 1 April 1980.

1979: Regulations are introduced to help prevent lorries hitting overhead bridges. Code of practice issued on vehicle safety defects (arrangements for recall on new vehicles found to be defective). Use of tachograph accepted by Government. Start of long-term drink/driving tracking research.

1980-1981: Reform of bus licensing and removal of advertising restrictions from private car sharing schemes. Reduction in minimum driving age of invalid car drivers to 16.

1982: Two part motorcycle test introduced. Provisional motorcycle licences restricted to two years. Recall code announced for manufacturers to recall potentially defective motorcycles. Tougher written examination for entrants to driving instructor registration scheme.

1983: Seat belt wearing becomes law for drivers and front seat passengers. Learner motorcyclists now only allowed to ride machines of up to 125 cc. First road hump regulations made.

1984: Stiffer driving tests for entrants of driving instructor registration scheme. Tougher internal checks on tuition given by qualified driving instructors. New pedal cycles are required to meet British Standards. Revised Code of Practice on safety of loads on vehicles is issued. Spray reducing devices required to be fitted to lorries and trailers.

1985: Both load and speed performance to be marked on new car tyres. Regulations allowing the use of traffic cones, warning lamps, and triangles in the event of breakdowns come into force. PSV driving tests made compulsory.

1986: Uniform construction standards to apply to minibuses first used from April 1988. Tyres are now required to support maximum axle weights at a vehicle's maximum speed. Seat belt legislation is made permanent. White on brown signs to tourist attractions introduced. European Road Safety Year.

1987: The Secretary of State for Transport sets a target to achieve a one third reduction in road accident casualties by the year 2000. All newly registered cars to be fitted with rear seat belts or child restraints. Use of amber flashing lights on slow moving vehicles is made compulsory. Zig-zag markings extended to Pelican crossings. Closure of 586 emergency crossing points on central reservations of motorways.

1988: Close proximity and wide angle rear view mirrors become a legal requirement on new HGVs. All new cars first used from 1 April must be able to use unleaded petrol. All coaches first used from 1 April 1974 must have 70 mph limiters fitted by 1 April 1992. Driving tests hereafter conducted under the provisions of the Road Traffic Act 1988.

1989: Penalty points increased for careless driving, driving without insurance, and failing to stop after or to report an accident. Accompanied motorcycle testing becomes mandatory. Seat belt wearing by rear child passengers becomes law in cars where appropriate restraints have been fitted and are available. The Booth Report published, assessing motorcycle accidents in the Metropolitan Police area. Motorcycle test revised to include radio contact and accompaniment by examiner.

1990: Compulsory basic training for motorcyclists introduced. Learner motorcyclists banned from carrying pillion passengers. New road hump regulations. High Risk Offenders Scheme for problem drink-drivers extended; introduction of charges for medical examination required before return of licence. New regulations require those accompanying learner drivers to be at least 21 years old and to have held a licence for 3 years. Experimental Red Routes introduced in London.

1991: First 20mph zones introduced. Chevron markings introduced on the M1 to help drivers keep a safe distance from the vehicle in front. First trials of nearside pedestrian signal at junctions. First edition of *Car and Driver: Injury Accident and Casualty Rates* published giving information on comparative accident involvement and injury risks of popular makes and models of car. Seat belt wearing by rear adult passengers becomes law in cars where belts are fitted and available.

1992: Requirement for a minimum tread depth of 1.6mm introduced for cars and light vans. Traffic Calming Act 1992 receives Royal Assent. Launch of road safety campaign *Kill Your Speed, Not A Child*. Government issues *Killing Speed and Saving Lives* consultation paper. Safety helmets made compulsory for child horse riders. Speed enforcement cameras and retesting of dangerous drivers introduced. All new goods vehicles over 7.5 tonnes fitted with 60 mph speed limiters. New emission requirements made 3-way catalytic converters necessary on virtually all new petrol-engined cars.

1993: Experimental scheme begins in the use of rehabilitation courses for drink/drive offenders. MOT test for cars extended to include checks on mirrors, fuel tanks and pipes,

body security, seat and door security, additional lighting items, number plates and windscreen condition. Consolidation of seat belt wearing regulations. Bus Advance Areas introduced. Traffic Calming Regulations enable highway authorities to introduce a wider range of traffic calming features.

1994: Publication of *Safer by Design* brochure produced for local councils to encourage traffic calming. London Boroughs take over most parking enforcement in the capital. 100th speed camera site established and 100th 20mph speed limit zone opened. Launch of *Elephant* rear seat belt and *Kill Your Speed* TV publicity campaigns. Major revision of traffic signs regulations introducing modified system of colour coded direction signs, simplification of yellow line system of waiting restrictions and a range of new warning and regulatory signs. Speed limiter settings lowered to 65 mph for new buses and coaches and to 56 mph for HGVs.

1995: Publication of *Road Safety Report 1995*. Pass Plus scheme introduced for new drivers, which encourages new drivers to take more lessons by offering discount on motor insurance. New edition of the Highway Code for young road users. Speed campaign *Don't Look Now* incorporates radio commercials for the first time. New edition of *Choosing Safety* booklet published, giving advice on car safety and security features.

1996: Driving theory test introduced for car and motorcycle learners (1 July). Latest *Kill Your Speed* campaign focuses on children killed near their homes using emotive music, poetry and relatives voices. *Child Pedestrian Safety in the UK* published. Publication of advice booklets on the forthcoming requirement for seat belts in minibuses and coaches carrying children. Publication of consultation document *Targeting the Future* which sets out options for post 2000 casualty targets.

1997: New Zebra, Pelican and Puffin crossing regulations introduced. Road Traffic (New Drivers) Act 1995 comes into force; withdrawal of licence and compulsory retesting for new drivers who accumulate 6 or more penalty points within 2 years of passing their driving test. Written theory test introduced for LGV and PCV drivers.

1998: Transport white paper *A New Deal for Transport: Better for Everyone* published, promoting public transport and safer, more secure transport systems. Drink-drive rehabilitation experiment expanded to cover around one-third of courts in Great Britain and extended for 2 years to the end of 1999. Publication of *Combating Drink-drive: Next Steps* consultation paper.

1999: *Kill your Speed* campaign launched (six weeks: £3.5m). GLA Road Network announced (220 miles of trunk roads and 105 miles of borough roads). *Cycle Smart* campaign for child cyclists launched. First BBC simulcast commercial for £2.6m Millennium Drink-Drive campaign. Changes to practical driving test introduced.

2000: The government announced a new road safety strategy and casualty reduction targets for the year 2010 in *Tomorrows Roads - Safer for Everyone*. A review of speed policy was conducted and reported in *New Directions in Speed Management*. £1.4bn targeted programme of improvements announced in *A New Deal for Trunk Roads in England* following the Roads Review. National Cycle Network officially opened. *Think!* road safety campaign launched. Eight pilot areas to recover costs of operating speed and red light cameras (safety cameras) from fines resulting from enforcement.

2001: The government announced a £10 million pilot of road safety schemes for children in deprived areas. *Road Safety Good Practice Guidance* published. First national campaign launched for fitting child car seats correctly. “Hedgehogs” road safety website launched for children. Legislation introduced that extends the cost recovery system piloted in 2000 to all areas. A national safety camera programme is gradually introduced.

2002: The government seeks views on banning mobile phones whilst driving. £6 million was made available to improve road safety in most deprived cities. A new motorcycle safety campaign is launched, as is a campaign urging parents to check their child’s car seat every trip. *Dangerous driving and the Law* report published.

2003: The phased introduction of the hazard perception test into the theory test was completed. As of 1 December the new offence of using a hand held mobile phone while driving is introduced. *Seatbelt campaign THINK! Wear a seatbelt... You don’t get a second chance* features an online interactive crash simulator. Radio drink driving campaign timed to coincide with early morning pub opening during Rugby Union World Cup. Congestion Charging introduced in London.

2004: The first three year review of the Government's road safety strategy published. The World Health Organisation dedicated World Health Day to the issue of road safety. The United Nations issued a resolution on global road safety.

2005: Roads Policing Strategy published jointly by Dept for Transport, Home Office and Association of Chief Police Officers. Publication of Government’s Motorcycling Strategy, recognising motorcycling as a “mainstream” mode of transport. *Distractions* campaign, aimed at teenage pedestrians, features *Camera Phone*, first TV commercial shot entirely on a mobile video phone.

2006: Road Safety Act passed. The act made provision for a wide range of road safety matters including: drink driving, speeding, driver training, driver and vehicle licensing.

2007: New THINK! drink-drive advert launched, emphasising the consequences of a drink-drive conviction. New crash helmet safety rating scheme announced: 'SHARP' - *Safety Helmet Assessment and Rating Programme* giving an independent rating (from 1 to 5 stars) of how much protection a helmet can provide in an impact. The cost recovery system for safety cameras ends. From 1 April cameras to be funded like other safety measures through the Local Transport Plan process.

2008: *Learning to Drive* consultation, reforming car driver training and testing, published.

2009: The Department evaluated the safety performance of motorcycle helmets and published ratings under the Safety Helmet Assessment and Rating Programme (SHARP). First national THINK! campaign about drug driving launched. The department introduced Road Casualties Online to its website, a web based tool which allows members of the public to perform their own analysis and examination of Reported Road Accident Statistics.

2010: Government-commissioned independent North Review of drink and drug driving published. Specific funding for safety cameras abolished and local safety funding mainstreamed.

Department for Transport statistics

Reported Road Casualties Great Britain (RRCGB)

Release page <http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010/>

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Department for Transport statistics

Reported Road Casualties Great Britain (RRCGB)

Release page <http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010/>

Tables http://www.dft.gov.uk/statistics?orderby=date&post_type=table&series=road-accidents-and-safety-series

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Scottish Government

Transport Publications

Scottish Transport Statistics
Main Transport Trends
Household Transport - some SHS results
Transport Across Scotland:
some SHS results for parts of Scotland
SHS Travel Diary results
Travel by Scottish Residents: some NTS results
Bus and Coach Statistics
Road Accidents Scotland
Key Road Accidents Statistics
(SHS = Scottish Household Survey; NTS = National Travel Survey)

General enquires on Scottish Transport Statistics:

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Internet: www.scotland.gov.uk/Topics/Statistics

These publications are available, payment with orders
From: Scottish Executive Publication Sales, Blackwell's
Bookshop, 53 South Bridge, Edinburgh EH1 1YS
Phone: +44 (0)131-622 8283 Fax: +44 (0)131-557 8149

Welsh Assembly Government - Llywodraeth Cynulliad Cymru

Transport Publications

Road Casualties: Wales
Welsh Transport Statistics

Other publications with transport topics

Digest of Welsh Local Area Statistics
Digest of Welsh Statistics
Statistics for Assembly Constituency Areas
Digest of Welsh Historical Statistics

These publications are available from:

Central Support Unit, Statistical Directorate, Welsh
Assembly Government, Cathays Park, Cathays, Cardiff
CF10 3NQ

Phone: +44 (0)29-2082 5054
E-mail: stats.pubs@wales.gov.uk
Internet: <http://new.wales.gov.uk>

Northern Ireland Transport Statistics

Available from:

Central Statistics and Research Branch
Clarence Court, 10-18 Adelaide Street, Belfast BT2 8GB
Phone: +44 (0)28 9054 0801
E-mail: csrb@drdni.gov.uk
Internet: <http://www.drdni.gov.uk/index/statistics.htm>

Transport Statistics Users Group

The Transport Statistics Users Group (TSUG) was set up in 1985 as a result of an initiative by the Statistics Users Council and the Chartered Institute for Transport (now known as The Institute of Logistics and Transport). From its inception it has had strong links with the government Departments responsible for transport. The aims of the group are:

- To identify problems in the provision and understanding of transport statistics and to discuss solutions with the responsible authorities.
- To provide a forum for the exchange of views and information between users and providers.
- To encourage the use of transport statistics through greater publicity
- To facilitate a network for sharing ideas, information, and expertise.

The group holds regular seminars on topical subjects connected with the provision and/or use of transport statistics.

Recent seminars have included:

- Travel limits: is demand for transport nearing saturation?
- Recession and transport planning
- Sustainability and Transport
- Reviving Railways
- Accessibility and Travel Planning
- Monitoring and Appraisal
- Local Surveys
- Eurostat and ONS
- Evaluating Measures to Encourage Walking and Cycling.

A Scottish seminar was also held and two Welsh seminars

A newsletter is sent to all members about four times a year. Corporate membership of the Group is £50, personal membership £22.50, and student membership £10. For further details please visit www.tsug.org.uk or contact:

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The TSUG also produces a *Transport Yearbook* which contains information on sources from governmental and non-governmental organisations, including some European sources. The yearbook is supplied free to TSUG members. Non-members can purchase a copy from The Stationery Office (TSO).

CLIP TRANSPORT STATISTICS

CLIP Transport Statistics (CLIP-TS) is a sub-group of the Central and Local (Government) Information Partnership (CLIP), the main forum for discussion between central and local government on statistical matters.

Its formal terms of reference are:

- To act as a forum for consultation between DfT and local authorities on any transport statistics of interest to either side that are not dealt with by other groups; and on any gaps in the Department's coverage.
- To act as a point of contact between local authorities and DfT on statistical matters of common concern, including the statistics needed for the monitoring of Local Transport Plans, Local Indicators, Regional and Local Statistics and other relevant matters.

CLIP-TS comprises of a Local Authority side and a DfT side. The LA side represents the Passenger Transport Authorities, Shire Counties, Unitary Authorities and London Boroughs. Transport for London also attends in observer status.

Recent work of the group has centred on the information requirements for the transport indicators and national data collections. This and other useful information is shown on the group's website which can be found at:

<http://www.clip.local.gov.uk/lgv/core/page.do?pagelid=31640>

Who sits on the group?

Anna Heyworth - Statistician, Buses and Local Transport Statistics, Department for Transport (Chair)

Paul Syron - Buses and Local Transport Statistics, Department for Transport (Secretary)

Claire Horton - Staffordshire County Council (LA Lead)

Tim Stamp - Chief Statistician, Statistics Travel and Safety Division, Department for Transport

Ben Coleman - Statistician, Statistics Roads and Freight Division, Department for Transport

Mark Cowling - South Yorkshire Passenger Transport Executive

Keith Rogers - Solihull MBC

Mike Collop - Transport for London

William Bryans - Surrey County Council

Naima Ihsan - Hertfordshire County Council

Graham Amis – Cambridgeshire County Council

John McKimm – Leeds City Council

Keith Dove – Luton Borough Council

Matthew Jones – Sustrans

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